

2002 UPDATE
TOWN OF CAMDEN
COMPREHENSIVE PLAN

Prepared for:

Town of Camden

2 South Main Street

P.O. Drawer 1002

Camden, Delaware 19934

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TABLE OF CONTENTS

1	INTRODUCTION	1
1.1	Preface	1
1.2	Planning Purpose	2
2	PLANNING GOALS	5
3	CHARACTERISTICS OF THE COMMUNITY	7
3.1	Background	7
	Location	7
	Camden Character	7
	General History	8
	Camden Town	10
	Historic District	11
	Town Government	12
	Town Limit	13
	Architecture	13
	<i>Cultural Resources Plan</i>	14
3.2	Land Use and Demographics	16
	Land Use	16
	Trends in Land Use	17
	<i>Land Use Plan</i>	19
	Population	21
	<i>Population Forecast</i>	25
	Housing	27
	<i>Housing and Redevelopment Plan</i>	30
	Employment and Business	30
	<i>Economic Development Plan</i>	35
3.3	Public Services	36
	Water System	36
	Sanitary Sewer System	39
	<i>Water and Sanitary Sewer Plan</i>	40

	Stormwater and Drainage	41	
	<i>Drainage Plan</i>		42
	Streets	42	
	<i>Pedestrian Access</i>		44
	Bus Routes	44	
	Other Utilities	45	
	Public Education	45	
	Library Services	48	
3.4	Environmental Issues		49
	<i>Agricultural Preservation</i>		49
	Surface Water	50	
	Floodplains	51	
	Wetlands	51	
	Noise	51	
	<i>Conservation Plan</i>		52
4	COMMUNITY DEVELOPMENT PLAN		54
	Potential Expansion and Anticipated Annexations	54	
	Relationship with Town's Objectives	56	
5	IMPLEMENTATION		59
	Planning and Coordination	59	
	Other Planning Entities and Mandates	61	
	LUPA Comments	61	

CHARTS AND TABLES

Chart 1 - Planning Process Chart	3a
Table 1 - Changes in Land Use within Camden	18
Table 2 – Changes in Zoning Classifications	19
Table 3 - Changes in Town Population	22
Table 4 - Changes in Camden's Size	22
Chart 2 - Comparison of Camden's Population Growth with the State and Kent County	23
Table 5 - Population Diversity	23
Chart 3 - Comparison of Educational Attainment	24
Chart 4 – Comparison of Age Distribution	25
Table 6 – Future Population Estimates	26
Chart 5 – Comparison of Housing Stock Age	28
Table 7 – Housing Values in Camden	29
Chart 5 – Distribution of Housing Values for Camden and Kent County	30
Chart 6 – Comparison of Economic Issues	32
Chart 7 – Comparison of Income Statistics	33
Table 8 – Occupations of Camden Residents	33
Chart 8 – Commuting Alternatives	34
Chart 9 – Comparison of Commuting Time	34
Table 9 – Public Water Wells within Camden	38
Table 10 - Community Development Plan Elements	54
Table 11 - Potential Expansion Acreage	55
Table 12 - LUPA Comment Index	62

FIGURES

Figure 1	Location Map
Figure 2	Planning Area
Figure 3	Organizational Chart
Figure 4	Current Land Use
Figure 5	Zoning Map 1991
Figure 6	Zoning Map -Update
Figure 7	Conservation Areas
Figure 8	Potential Expansion Areas
Figure 9	Future Land Use

APPENDICIES

- 1 – Resolution for Comprehensive Plan Update
- 2 - Public Record
- 3 – Historic Register Information
- 4 – Camden-Wyoming Sewer and Water Authority Consumer Confidence Report
- 5 – Camden and Wyoming Cooperation – Little League example
- 6 – Planning Mandates
- 7 – Historic Zoning Ordinance
- 8 – DelDOT Long Range Plan Brochure
- 9 – DelDOT Corridor Capacity Preservation Program for Camden
- 10 – LUPA Comment Letter

1 INTRODUCTION

1.1 PREFACE

For over 20 years, the Town of Camden has utilized a Comprehensive Plan to assist in maintaining a balance between the new and the old. The previous Plan was issued in 1991. This plan is an update to the former, and relies heavily on the previous format and scope to provide continuity in the planning process.

As before, there are five written components to this update: first, the summary and introduction; second, the goals and objectives of the Plan; third, a description of the Town, both past and present; fourth, the 5-year plan; and fifth, an implementation strategy. As in the past, the Plan is accompanied by maps that depict Camden's location, land use and potential expansion area.

Development of the 2002 Update was completed through the Camden Planning Commission. Davis, Bowen & Friedel, Inc., was selected as consultant to assist the process and to produce the text and associated suite of maps. The Office of State Planning Coordination provided valuable coordination assistance, and grant funding for the completion of the plan.

The Kent County 2001 Comprehensive Plan Update presents the challenge of maintaining strong economic growth while protecting the environmental resources and "country" atmosphere. The solution, as envisioned by the State of Delaware's Livable Delaware initiatives, is to direct growth through state spending priorities, to areas with existing water, wastewater and transportation infrastructure.

The Town of Camden's 2002 Update acknowledges both the challenges and potential solutions, and is intended to position Camden as a sustainable community ready to welcome new citizens and enterprises. As such, the 2002 Update compliments the Kent County Comprehensive Plan.

1.2 PLANNING PURPOSE

The Town of Camden currently serves over 2,000 residents within a rapidly growing portion of Kent County. The Town has developed this 2002 Update to the Comprehensive Plan in recognition of the goals and objectives outlined in Executive Order 14, HB 255 (the Comprehensive Planning and Annexation Bill).

The Town of Camden has a history of growth, closely tied to its relationship with major transportation routes and the economic well-being of the County. The Town maintains the position that planned growth, in both residential population and business opportunity is necessary for the health and well-being of the community. Camden's centralized location, access to US Route 13 and DE Route 10, and existing water and sewer facilities make it a highly suitable residential location with historic character and quiet charm. These attributes can be protected and optimized through municipal ordinances, land use and transportation planning, as well as coordination with other agencies with planning mandates for the Town and its environs.

The State of Delaware outlined its goals in the December 1999 Strategies for State Policies, and March 2001 Livable Delaware initiatives, to ..."help manage new growth . . . while revitalizing town and cities and protecting the state's environment and unique quality of life." In March, 2001, Governor Minner proposed and the General Assembly passed legislative initiatives which were directed at implementing the Strategies' goals.

The Town of Camden recognizes the strengths of the Livable Delaware goals, while maintaining the Town's right to consider annexation requests, per the Town's Charter, and to develop its own unique zoning ordinance.

This Comprehensive Plan is required by Title 22 Municipal Corporations. Chapter 7. Planning Commission § 702 Comprehensive Development Plan. The format of the Plan is a written document, with supporting maps. The Plan will be used to provide a preliminary

review of annexation requests, and to provide information for the development and/or revision of the Town's zoning regulations.

The Town of Camden has vested the authority to plan with the Planning Commission. The Planning Commission will solicit public input through public hearing and regularly scheduled meetings. Chart 1-1 represents the planning process as a flow chart.

The adopted plan "shall have the force of Law and no development shall be permitted except as consistent with the plan." The finalized plan will be submitted to the Governor and the Governor's Advisory Council on Planning Coordination for LUPA review, possible public hearing, and ultimately, recommendations regarding certification. The Town of Camden has the right to reject or accept any or all recommendations regarding its plan. The final decision on the adoption of the comprehensive plan is that of the municipality.

The Town of Camden has the right to expand its boundaries through annexation under Title 22 Municipal Corporations. Chapter 1. General Provisions § 101 Annexation by city or town. As of July 2001, all annexations must be consistent with the most recently adopted comprehensive plan meeting the requirements of Title 22, Chapter 7. The municipality shall not approve any annexations until the comprehensive plan or plan amendment is adopted.

The scope of work that produced this Plan included:

- Updating the Town's planning area and base map, to show the Town boundary, 5-year planning area, and available records on Town zoning.
- Holding public meetings, through the Planning Commission and Council for discussion and approval of an Annexation plan.
- Initiating discussions between the Town (Planning Commission, Council and Town Departments), the Camden/Wyoming Water and Sewer Commission, and review of the plans available from the County, various State planning agencies (OSPC, DNREC, Department of Agriculture, Caesar Rodney School District, for example) to form the basis of a draft document.

- Developing an assessment of infrastructure and security needs for the planning area, capacities, and expansion potential.
- Evaluate alternatives to address the infrastructure and security needs identified.
- Review of the Plan through the State LUPA process.

Appendix 1 includes a copy of the Livable Delaware Grant award, and the Resolution issued by the Town to update the Comprehensive Plan in compliance with the Livable Delaware initiative.

Appendix 2 includes meeting minutes and other items documenting the public involvement that has resulted in the Update being presented.

2 PLANNING GOALS

In May 2002, the Town of Camden began preparations for an update to its Comprehensive Plan. The planning process would include research of the existing land use within the Town, available Census data and new geographic data as well as community participation through public hearings, and planning workshops. The Town solicited proposals for assistance in research and mapping and document preparation, and obtained financial assistance through the Livable Delaware Funding Grant. Chart 1 (previous page) diagrams the process.

As developed through the public hearings and workshops held by the Planning Commission, the fundamental goal of the Town remains:

To maintain a “small town” quality of living while providing for orderly growth and progress through annexation and planned expansion.

The objectives of this 2002 Update to the Comprehensive Plan are:

1. Identify activities that assist in the continued maintenance of the character of the Town’s built environment.
2. Maintain and enhance the existing “small town” commercial entities.
3. Participate fully in the shared municipal functions for water, sewer, fire and emergency medical services with Wyoming.
4. Respond and mitigate environmental challenges that result from growth in the community.
5. Coordinate with the State, County and other local communities to continue to improve recreation opportunities and open space.

6. Improve the traffic plan through partnership with DelDOT to enhance the best qualities of the community.
7. Continue the planning process through development of a detailed governmental needs assessment, tied to the projected population growth, land use mapping and annexation plan.

3 CHARACTERISTICS OF THE COMMUNITY

3.1 BACKGROUND

Location

The Town of Camden is located in central Kent County (Figure 1). The Town developed at the meeting place of market roads between active millponds, and was revitalized by the construction of the Dual Highway, US Route 13. The Town is only 3 miles from Dover, and lies 97 miles from Washington, D.C. and 81 miles from Philadelphia.

Geopolitical divisions that include Camden are: Kent Levy Court District 4, Delaware Senate Districts 17 (the majority of the Town, west of US Route 13) and Senate District 16 (east of US Route 13), and State House District 34.

The Town is located in North Murderkill Hundred geopolitical division for property ownership location. The Town is included within the Caesar Rodney School District.

The area studied under this Update to the Comprehensive Plan is shown as Figure 2, and includes the Town and surrounding parcels to the east and south of the Town whose future development will affect Camden's growth and quality of life.

Camden Character

Camden is a typical Delaware market town that grew through use, rather than formal plan. The original center was a strategic intersection of several important roadways, near a milling center. It is one of a string of such towns stretched in a line north-south through the state. Other towns with similar beginnings are Christiana, Middletown, Smyrna, Milton and Millsboro. All of these towns developed during the mid-1700's along main north-south roads, near the crossroads of travel ways to deep-water ports. These towns were located on well-drained topographic ridges, between mill sites.

Camden grew in the midst of a cluster of five gristmills – three on Isaac Branch which lies on the current northern Town boundary and two on Tidbury Creek, which lies 2 miles south of the town center – and at the intersection of routes of commerce from Maryland to the west, Harrington to the south and Dover to the north. The old town's suburban road network developed as estates in the area were subdivided and individual lots were sold, resold and divided.

The process created the mixed land use, odd lot sizes and shapes, and irregular streets that characterize market towns. These characteristics have great appeal for those who find the alternative American suburban style homogenous and regimental in design. Unfortunately, these characteristics also pose significant challenges as old towns adapt to modern economic pressures.

General History¹

The Camden town site is part of the Brecknock tract, patented by Alexander Humphrey in 1680. In 1780, Warner Mifflin bought 432 acres from the executors of John Vining. Warner Mifflin was one of the first Quaker abolitionists, freeing his slaves in 1774. During the American revolutionary war, he tried to make peace by passing unarmed through the lines to plead for British withdrawal. His brother Daniel bought 112 acres on which, during the ensuing decades, the Town developed. The Town proper was established in 1789.

Sometimes it was called Piccadilly or Mifflin's Cross Roads, but very soon the name of Camden became attached to the town site. The Town proper was established in 1789. By 1800, there were a dozen dwellings; most stood on lots of several acres. Daniel Mifflin built a tavern and sold off several large lots at strategic locations. His estate eventually subdivided the parcel that became the east side of South Main Street, the largest of Camden's early subdivisions.

¹From the 1991 Comprehensive Plan

A Methodist meeting house and cemetery were commenced in 1796 near the Choptank Road on Main Street. The Quakers built a meetinghouse on the western outskirts of Camden in 1805.

The big original lots soon were subdivided. As land became more valuable near the crossroads, the street face became crowded with little shops and houses. Situated on the road the hinterland and near a convenient landing, Camden became the seat of business and education for Murderkill Hundred. Schools for both white and black pupils were established early in the nineteenth century and funded by bequests from wealthy Quakers. John Hunn, who lived in Camden, was called the “chief engineer” of the Underground Railroad that smuggled southern slaves to freedom in the North.

During the prosperous first half of the nineteenth century, Camden’s merchants built fine houses for themselves and created model farms on the rich Sassafras loam soils surrounding the town site. The first staple was wheat, which was shipped from Forest Landing to the sugar islands of the West Indies. Some in Camden experimented briefly with silkworms, but it was the peach industry that would bring the most spectacular wealth to the area.

Progressive farmers introduced disease-tolerant budded peach trees, which gave rise to a fruit industry that dominated the Delaware economy during the second half of the century. Camden was incorporated in 1852, just as the peach boom was reaching its first peak. The Stetson and Ellison cannery, started in 1855, put Camden on the leading edge of food distribution technology. Within a few years, every Delaware town with any pretensions had a canning factory.

The Delaware Railroad came through the community in 1856, but engineering considerations forced its builders to lay the line between the impoundments of Howell’s and Lindale’s mills, about a mile west of Camden. A new community began to grow around the Camden depot, which later became Wyoming.

Camden's merchants continued to invest in Forest Landing, which had become the village of Lebanon. Ships on the St. Jones River served canneries at Camden, Rising Sun, Barkers Landing, and Lebanon. In 1887, the proprietors of the Rising Sun cannery and some Camden merchants established a regular steamboat line to Philadelphia that lasted until the hard-surfaced highways made it obsolete during the present century.

A Camden resident, Dr. Levin D. Caulk, began a dental manufacturing business that still operates in Milford as the L. D. Caulk division of Dentsply International.

With consolidation of Delaware's schools, the Caesar Rodney School District was established in 1916. A new school building was built in the open space between Camden and Wyoming, near the Zion AME Church. The two towns soon grew towards the school, and the boundary line between them became virtually invisible, except to inhabitants. The fire companies, then the post offices, were merged, further blurring the historical distinction between the two entities. Camden and Wyoming today share responsibility for sewer and water service.

Camden Town

Camden was built on its streets. The earliest houses were built on the very edge of the public right-of-way and often immediately adjacent to their neighbors. Houses and stores were indiscriminately intermixed, with business owners often living on the same properties with their places of business. Even today, it is not unusual for even the most prosperous businesses in Camden to be adjacent to their proprietors' homes.

As houses spread out along the roads, the town site encompassed large tracts of farmland. Within a block of the historical town center, even today, there are working farms. Some well-established districts, therefore, appear almost to be strip developments in farming districts.

This interleaving of farm and town has bequeathed Camden a large proportion of open space within its boundaries, and as the market demands, this open space is being developed to fill

the housing needs of new residents. Some of the largest tracts in and near the Town are expected to be on the market soon, and their development for housing or highway commercial is considered likely.

The Town is fortunate to include Brecknock Park, an established Kent County park, within the town limits. Town parkland continues to consist of small passive tracts of landscaped land.

Historic District

The Camden Historic District has two historic names, “Picadilly” and “Mifflin’s Crossroads.” The later name was associated with settlement in the vicinity of Mifflin’s Crossroads; lands owned by Warner Mifflin and his brother Daniel Mifflin in the 1780’s. This land had previously been known as “Brecknock,” and was a tract of land granted to Alexander Humphrey’s under a warrant in 1680. It was Daniel Mifflin, who in the years 1783-1788 sold parcels of land at the Mifflin’s Crossroads, thus creating a new settlement. This new settlement developed into several residential dwellings and businesses and inherited a new name of reference “Picadilly.” However, in 1788 the name “Camden” appears though it is believed that “Mifflin’s Crossroads” remained the most common reference through the later part of the 18th century. The historic district as it is known today contains 31.6 acres of land.

The growth of the early settlement was dependent upon the movement of commercial traffic through the area. Much of the local produce and products from local mills made its way to the Dover. In 1818 the town has grown to include seventy plus lots in size, including outlots. With this growth the variety of occupations of its residents also increases bringing merchants, doctors, carpenters, innkeepers, tanners, and other professions into the Town. Camden’s growth is said to have been prosperous until the opening of the Delaware Railroad in 1856.

The historic district is an impressive example of early growth in Delaware along with its large number of surviving structures. Besides the early economic aspects of its development,

the town also has religious aspect to its history. Though it has strong roots as an early Quaker community, it also contained a Methodist community whose 1856 Whatcoat Methodist Church structure still stands today. The Mifflin family was members of the Society of Friends and Warner Mifflin set his slaves free in 1774, setting an example to other Friends. Camden's Quaker community played an important part in the early abolitionist movement in Delaware.

The Town's Historic District overlay is shown on Figure 6, Zoning Map Updated. The overlay includes the entire Historic district described above and shown in Appendix 3. The Historic overlay and the locations of the Camden Friends Meeting House and Zion AME Church are shown on Figure 7, Conservation Areas.

Town Government

The structure of Camden's municipal government includes a Town Council, consisting of five members. Councilmen must be citizens of Delaware and tax-paying residents of Camden over 21 years old. At least three of the members must own property within the town. The Council holds the final authority for enforcing the Town's regulations and ordinances. The Council also selects any officers or employees needed for the management of the Town and sets levels of compensation for their employment.

A number of Camden's public services are not administered directly through the town government. The Town Council represents the Town's interests on the Camden-Wyoming Sewer and Water Authority by appointing CWSWA board members. Other services that involve both Camden and Wyoming are fire protection, emergency medical service, the school district and post office.

Camden retains responsibility for local policing, street maintenance, trash collection, stormwater drainage system, development controls and recreation. Currently, the Town employs three full-time staff for the Town Hall and Streets Department. In addition, the Camden Police Department currently serves the Town with 7 officers. The Town charter is

expected to be amended to revise the election procedures and boundary description during 2003. Figure 3 diagrams the Town's organization.

Town Limit

Camden's boundaries remained relatively stationary for its first century. After reaching out to touch neighboring Wyoming, the community began to annex new subdivisions and adjacent farms. During the past twenty years, annexation has proceeded deliberately as the Town has attempted to control urbanization on its borders, which now encompass 2.00 square miles.

Architecture

The oldest surviving houses in Camden include the two-story brick and frame Central Delaware folk structures with internal end chimneys, high foundations, and relatively low roofs. This house form is found throughout the middle of the state, most commonly as farmhouses. Except for details of trim and size, such houses were built to standard plan for more than a century.

By contrast, a few of the earlier houses were distinctly urban in style. Houses were added to their neighbors at party walls; duplexes were built; stores were built with spacious apartments on the second and third floors; servants' dwellings were built on the backs of lots. Such practices reflect decidedly urban attitudes and aspirations among the Town's first settlers.

Unlike more rigidly planned cities that grew in blocks, Camden has grown by a process of added farm acreage, followed by subdivision and in-filling, using up the vacant street-front space that Daniel Mifflin left unoccupied when he sold big lots two centuries ago. Each subdivision of an older lot has packed facades along the two main streets more tightly together. As new houses were built in the side yards of the old ones, Camden developed its characteristic pattern of alternating architectural styles, rather than blocks of single date. The

in-filling process continues today as older buildings are replaced and the natural process of succession and remodeling continues to add texture and diversity to streetscapes.

Camden contains 65 surviving primary structures in its historic district. Some of these structures and their represented styles or influences include Greek Revival, middle Georgian, late Georgian, Victorian domestic as well as commercial, and simple frame structures from the nineteenth century.

Cultural Resources Plan

The Town has established a Historic District zoning overlay (see Figure 6 and 7) to protect and preserve the character of the Town, maintain and preserve property values and to enhance the Town's attraction to residents and visitors. Included in the overlay zone are: review for compatible use with minimal alteration to building facades and frontage, directives regarding alternations or removal of architectural features, and review of effects of construction on trees, wooded areas of historic sites, as part of the broader site plan review. In addition, the ordinance addresses review prior to demolition by the Board of Adjustment for buildings over 50 years old, or additions to the front of buildings within the overlay zone. In addition to site plan review, the Board of Adjustment is also responsible for architectural review of new construction within the overlay area. The Ordinance is included as Appendix 7.

Under this Plan, the Town will continue to see that every reasonable effort is made to provide compatible use for property within the Historic District. In addition, the Town will provide review of construction within the district to preserve original qualities and limit alternation or loss of historic material and distinctive architectural features. The Kent County Historic Preservation Office indicated that assistance is available through the County to implement or refine the existing review process.

As part of the Economic Development Plan, the Town will develop commercial district codes that will differentiate the highway commercial district from the specialty enterprises that are desirable and suitable within the Historic District zone.

The Town is also working toward establishing an Arts and Cultural Resources Festival to highlight the historic resources within the Town center and to provide a venue for artists and quilters from the Delmarva Peninsula to demonstrate their craft. The festival organizers envision the event to include home and garden tours as well as vendors and exhibits. As the preliminary planning proceeds, the Town will assist the Festival committee in coordinating with the Delaware Division of the Arts and Kent County to further the concept.

Much of the Town's activities regarding economic promotion and historic preservation are generated through the citizens and supported by the Town. The Town does not have the staff budget to support a Main Street Coordinator, a key requirement for the National Trust's "Main Street" program. The proposed festival and work on the historic "Brinckle Hill Cemetery" are examples of citizen-initiated projects that benefit the community. Revision of the Historic District overlay would be initiated by local residents.

The Cultural Resources Plan is consistent with and intends to take advantage of the County's goals, under the County's Historic Preservation section of the County Comprehensive Plan.

Appendix 3 includes information on historic structures and the Camden Historic District.

3.2 LAND USE AND DEMOGRAPHICS

Land Use

While Camden is a modern town in every respect, its land use has changed little in a century. Camden's early land use patterns were closely associated to the town's major transportation modes: highways and railroad. Residential and commercial buildings were lined closely along Main Street and Commerce Street (present day Camden-Wyoming Avenue) while land distant from these roads was used for agriculture.

The town center has, during the 20th century, been surrounded by planned subdivisions that have a grid style geometry. Camden's first modern plotted subdivision is sometimes called the Orchard, because its streets are named after fruit trees, which is quite appropriate since many of its residents worked in the fruit industry. Senator James Allee laid out the subdivision adjacent to his summerhouse west of Camden between Wesley Street, the Choptank Road, and Commerce Street. Decades later, the Chapelcroft subdivision was built north of town. Newer subdivisions reflect the conservation design of curved roadways and cul-de-sacs. These designs reduce through traffic and reduce vehicle speeds. New developments include stormwater management systems and passive recreational spaces.

Construction of U.S. Route 13 in 1951 wrought significant changes in the built environment of Camden. Much of the through-traffic that had passed under the windows of Camden residents was diverted to the four-lane road to the east, where new highway-oriented businesses were established. This contributes to the attractiveness of the Town as a bedroom community.

Businesses began to move away from the historic crossroads area. A shopping center, Rodney Village, was built in the 1950s, and siphoned off more of the business district's trade. The American Stores Company closed its Camden supermarket in 1966. The combined Camden-Wyoming Fire Company built a firehouse on the old Stetson and Ellison cannery site in 1951 and a decade later the post offices were combined. The old firehouse

and post office sites are now under a bank parking lot. Daniel Mifflin's tavern gave way to a parking lot in the 1950s. A new shopping district is developing along the highway, in conjunction with DelDOT's limited corridor preservation plan.

Camden's existing land use (Figure 6) is characterized by a residential core with most of the commercial properties located along U.S. Route 13, and most of the agricultural land located in the southern portion of town. Within the historic core of the Town, smaller commercial enterprises are interspersed with residential use.

Camden has remained a crossroads with large volumes of traffic. Its principal arteries, Camden-Wyoming Avenue (Del. Route 10), and Main Street (U.S. Route 13A), are used by vehicles bound for the Dover Air Force Base, the Central Solid Waste Management Center, the town schools, and numerous additional local destinations.

With the development of Brecknock as a county park, and the addition of the Little League fields between Camden and Wyoming, new populations will be using Camden's services and Camden citizens will enjoy new recreational opportunities.

Trends in Land Use

Within the Town of Camden, two compatible trends in land use are occurring. First, commercial enterprises are locating along the main travel ways, including new large retailers on US Route 13. The second trend is additional residential units being developed within subdivisions in the southern half of the Town.

Land use was mapped for the 1991 Comprehensive Plan. In 1997, the State of Delaware prepared a Land Use data set from analysis of aerial photographs. The existing land use was re-mapped for this plan update in 2002. Figure 4 shows the updated land use for the Town. Table 1, below, shows the changes in land use over the past 10-year period.

Table 1- Changes in Land Use within Camden

Land Use Description	1991 (acres)	1997 (acres)	2002 (acres)	10-year Change
Residential	246	307	392	57%
Commercial/Professional	49	157	71	45%
Industrial	33	0	43	30%
Agricultural	391	529	441	13%
Public/Semi-Public	77	83	168	118%
Road/Transportation*	+/- 266	+/- 100	+/- 94	-64%
Vacant/Transition	88	109	76	-14%
Total	1,150	1,285**	1,285**	

* Road/Transportation area is estimated. As land use mapping becomes more refined and computer mapping is use, the value is reduced to be more reflective of actual area.

** Total area of the Town is based on the Office of State Planning GIS municipal data set information.

Land use trends reflect the community's continued development as a residential community. The significant increase in Public lands reflects the addition of new school property and the development of Brecknock Park.

Land use surrounding Camden is largely residential to the east, with commercial development lining US Route 13. To the south of the current town boundary, strip lots line most of the minor roadways, and existing subdivisions are mixed with properties still in agriculture. North of Isaac Branch the land is currently undeveloped. Immediately west of the original Town, lies the Town of Wyoming, while further west lands continue to remain agricultural. Southwest of Camden and Wyoming, Kent County is rapidly changing from

agricultural to residential development.

The Camden zoning map of 1991 is presented as Figure 5. Figure 6 presents zoning districts per the Town's record as of November 2002. The areas under Camden's zoning classifications have changed as shown:

Table 2 – Changes in Zoning Classifications.

Zoning Classification	1991 (acres)	2002 (acres)	Difference	% Change
Residential	448	571	+123	27%
Commercial	110	126	+16	14%
Industrial	214	195	-19	-9%
Preservation	370	299	-71	-19%
Total	1,142	1,184		
Historic District Overlay	N/a	39	39	n/a

These changes reflect Camden's increasingly residential nature.

Land Use Plan

In order to meet the objectives selected through the planning process, a Land Use Plan was developed in the form of the following recommendations and the Anticipated Land Use Map, included as Figure 9. The proposed land uses are not inconsistent with the existing land use both within the Town and the land use surrounding the Town.

The Kent County Land Use map adopted March 23, 2002 is similar to the Camden Land Use Plan. The County and Camden both envision additional residential development south of the

Town to Tidbury Creek. The Town's plan differs from the County's in this area by including commercial land use along the west side of US Route 13. The County's plan indicates commercial along the east side of the highway. The intent of these two plans is similar and not incompatible.

As part of the planning process, the Town of Camden considered the feasibility of a "greenbelt" concept, or a significant area of agricultural open space circling the municipality. Much of the land surrounding Camden is already developed or in the process of being converted from open space to residential lots. The Town of Wyoming is adjacent to Camden to the west. Both the City of Dover and the Town of Wyoming are in the process of updating Comprehensive Plans, and have indicated that open areas to the north, northwest and west of Camden are of interest to those entities. In particular, the Towns of Camden and Wyoming had agreed to planning areas and annexation plans that are adjoining and compatible. A greenbelt is not feasible to the east, south and southwest of Camden, and would conflict with the developing plans of the Town of Wyoming and City of Dover.

The Town of Camden has proposed a series of buffers to be maintained along Tidbury Creek to the south. The County's Brecknock Park serves as a buffer to the north. Should the City of Dover and the Town of Wyoming plans indicate a preference for open space to the north of Isaac Branch, the Town of Camden would not object.

It is recommended that a division of the Commercial District ordinance be enacted to differentiate the older, historic town center area and specialty shopping potential from the highway commercial land use.

It is recommended that the base map sheets for the Zoning District Map be updated to reflect annexations and new subdivisions within the Town. A full sized map of the Zoning Districts, up to date as of the completion of this Plan should be printed for public review. The Town may also wish to investigate the opportunity of adding their zoning map to the Kent County Planning website, through a cost-sharing arrangement.

It is recommended that the Town's practice of listing school facilities as acceptable conditional uses in Residential or Commercial Districts be continued as new zoning classifications are defined.

Future land use within the Town is desired to reflect the Town's historic center with a mix of residential and small commercial enterprises, surrounded by subdivided residential neighborhoods of consistent density and character. The Plan also places highway commercial use along US Route 13 only, preserving Camden's interior roadways for residential or downtown commercial enterprises. It is anticipated that the Highway Commercial ordinance will reflect the goals of DelDOT's corridor preservation initiative for US. Route 13.

It is expected that, eventually, agricultural areas within the Town will be converted to residential use at the request of the land owner(s). The Anticipated Land Use map (Figure 9) indicates that centralized areas of public open space will be included in those future residential areas. The Town exercises considerable control through conditions imposed during the annexation and preliminary site plan review process. This plan will be used to direct public open space to be suitably retained as future annexations occur.

Future annexations are anticipated to the northeast, along US Route 13, and are indicated as Highway Commercial. Annexations to the south and southwest are anticipated to be residential, with the exception of lands with US Route 13 frontage. Buffers are indicated along undeveloped segments of Tidbury Creek and its tributary, Red House Branch.

Population

The current population of Camden, as reported by the 2000 Census, is 2100 persons, living in 904 households. The populations change since 1990 generally reflects the town's growth through build out of housing units within the Town, as shown in Tables 1 and 2 and Chart 2, below.

Table 3 - Changes in Town Population.

Census	Population	Difference	% Change
1970	1241		
1980	1757	516	42%
1990	1899	142	8%
2000	2100	201	11%

Per US Census data

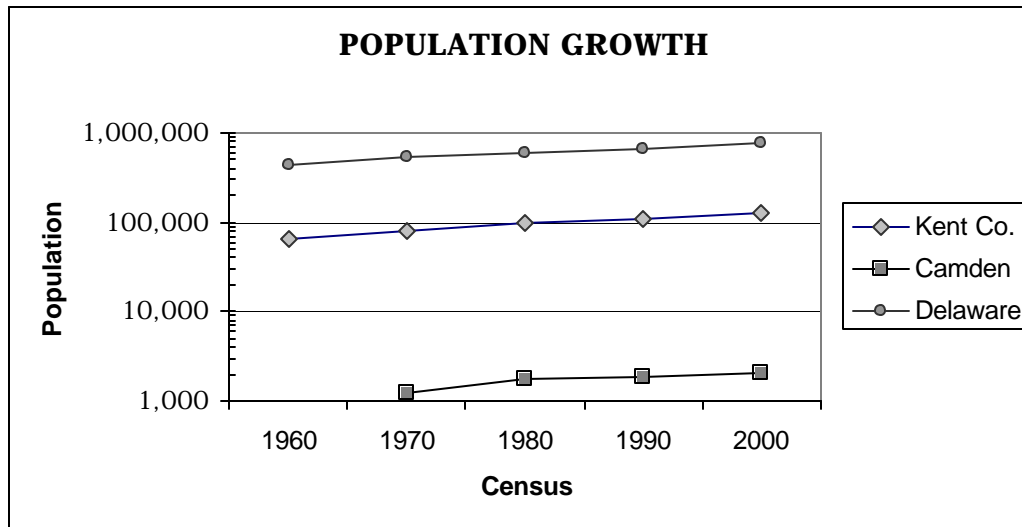
Table 4 - Changes in Camden's Size

Year	Area (acres)	Difference	% Change
1981	379		
1993	1,105	726	191%
2002	1,285	180	16%

GIS comparison based on various Town boundaries included in State framework data

Between 1970 and 1990, Camden grew in size and population through subdivision of existing Town land and annexations. In the past 10 years, the Town's growth has been through the build-out of residential properties established in those earlier years, and through continued annexation of properties.

Chart 2. Comparison of Camden's Population Growth with the State and Kent County.



Per US Census data

Over the past 20 years, Camden's population growth trend is consistent with the growth experienced by the State total and the County.

The Town's racial and ethnic make up is tabulated below:

Table 5 - Population Diversity

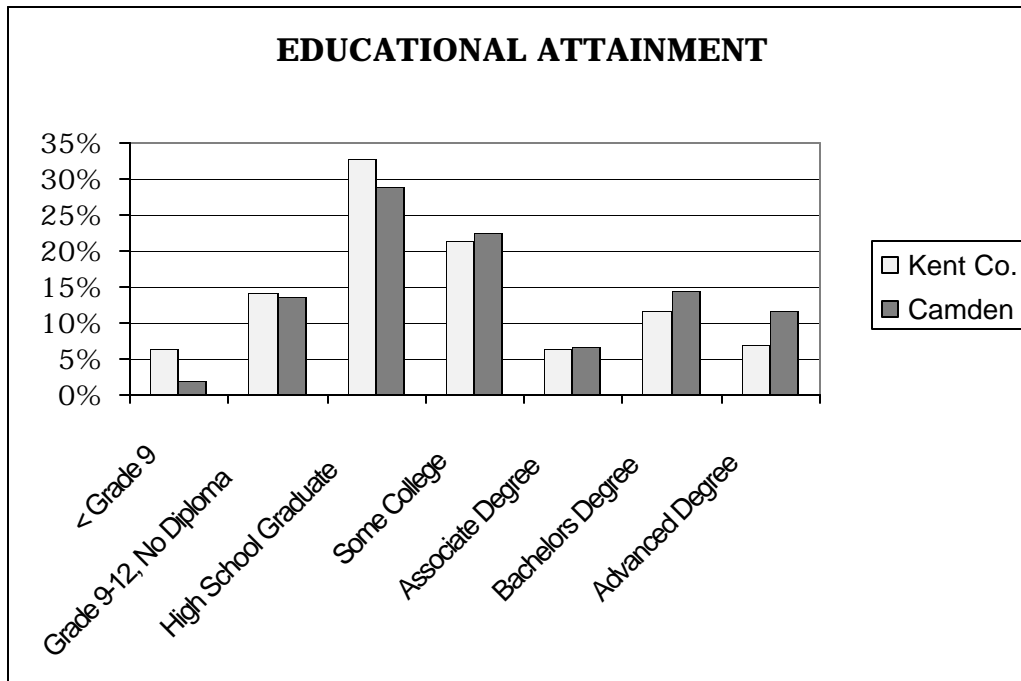
	Population					
	White	Black	American Indian	Asian	Hispanic	Other
1990	1,516	349	3	19	47	12
2000	1,610	390	33	47	61	20

Per 2000 Census data

Note that the 2000 census allowed people to claim more than one racial or ethnic group. The Town's population mix has not changed significantly since the 1990 Census.

Educational attainment for persons over 25 years of age is predominantly high school graduate or higher (84 %.) Camden's population is well educated, and includes a higher percentage of college graduates (26%) than the County at large (18%).

Chart 3 - Comparison of Educational Attainment.



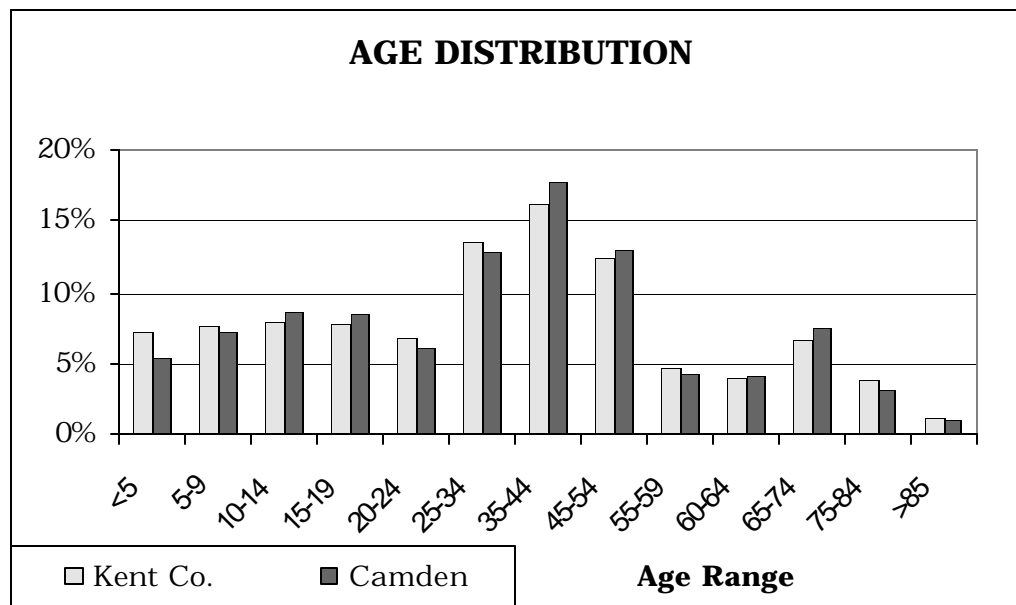
Per 2000 Census data

Educational attainment is an indicator of earning potential. The median household income of Camden, \$47,097, reflects the high school and college education of its citizens.

The Town's population includes 517 children, enrolled in nursery school, Kindergarten and grades 1 through 12, or approximately 91 percent of all children 18 years old and younger.

Age distribution within Camden is reflective of the community's dual role as a home for retirees as well as working families.

Chart 4 – Comparison of Age Distribution



Per 2000 Census data

Population Forecast

A population forecast is tabulated below, calculated from Kent County and City of Dover forecasts generated by the Delaware Population Consortium, and adjusted to reflect previous growth rates as reported by the US Census Bureau. Past data shows the growth of the Town trends in coordination with the growth of both Kent County and the State in general. The Consortium's projections are benchmarked to the 2000 Census, and include analysis of births, deaths and net migration into the State. The Consortium's forecasts show a reduction in the rate of population expansion for Delaware as a whole, reflecting the slowing economy and the associated reduction in job growth (the key component of net migration to Delaware).

The Consortium provides protections for a limited number of municipalities within the State. Camden is expected to follow the growth pattern of the more suburban and rural portions of the County. This growth rate was calculated by removing the Dover population growth (about ¼ of the population) from the Kent County totals. The remaining population growth rate is more representative of the rural areas and small towns of the County. Forecasting is not an exact science -- the calculations used for Camden allow the incorporation of a publicly available and well-documented method with reasonable historic trends to make the estimates.

Camden's population is expected to grow at slightly more than 5 percent per 5-year projection period for the next ten years and decline to 4.5% during 2010 to 2015. This growth is approximately 10.5% over 10 years, in line with past growth rates. Population estimates are shown in Table 6.

Table 6 – Future Population Estimates

Year	2005	2010	2015
Projected Population	2,206	2,317	2,422
Increase in Population	106	112	104
Increase in EDU's	42	44	41

Calculated using DPC trends and historic growth trends

Population growth for the Town of Camden will be the key factor in increasing demand on Town services and the infrastructure supported by the Camden-Wyoming Sewer and Water Authority. Equivalent Dwelling Units (EDU's) are used to relate water and sewer demand in gallons/day (gpd) to population and land use. For planning purposes, one (1) EDU is allocated to each household. Average population per household in Camden is 2.5 persons, based on the 2000 census.

The Camden-Wyoming Sewer and Water Authority Comprehensive Plan (a 10-year plan issued in 1995) used a straight-line growth projection (Section 5.2) based on the historic

growth of Camden and Wyoming, as well as projecting future EDU's based on undeveloped acreage. The CWSWA plan provided a range of potential growth, based on both scenarios, and recommendations to meet the needs of moderate growth under the straight-line method and extensive growth in demand based on the acreage method. The projections made in this Update are comparable to the CWSWA plan.

Most of the increase in population will be the result of continued positive net migration into the Camden area. Camden does not anticipate significant annexation of currently developed residential neighborhoods. Births and deaths in Kent County have been roughly equal for during the 90's and is expected to remain so into the foreseeable future. The number of people moving into central Kent County is estimated to be greater than those people moving away from the area. This net gain due to migration has been the trend for the past 20 years.

The Camden delineation of potential expansion includes approximately 450 acres of developable property for residential, commercial and open-space or recreational use. Existing properties within the Town, lots within existing subdivision and potential new projects will provide an attractive and diverse selection of housing options to the newcomers to the Camden area.

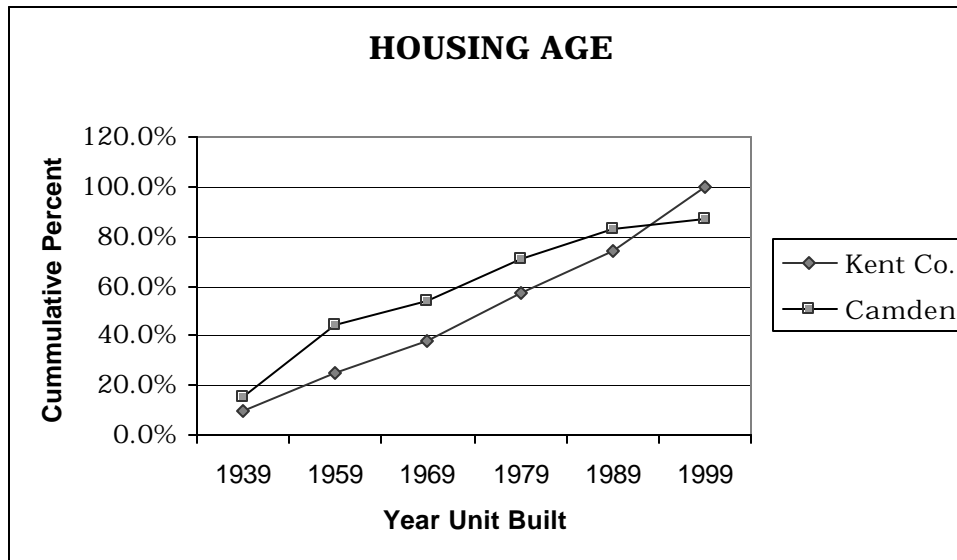
Housing

The Census reports that slightly more than half of the town's population has lived in Camden for more than five years. The Town includes 900 housing units, most of which are single-family homes. Approximately 12 percent of the housing stock is multi-family (duplexes up to apartment block) and 10 percent are reported as mobile homes.

The age of the housing stock reflects Camden's steady growth as a residential community. Over 150 units were added during the 1990's, a period of significant economic growth within Delaware and the nation. Interestingly, a similar number of units were added in the 1970's, in contrast to most Delaware communities, during a period of high inflation and interest

rates. Camden's population and physical size also increased significantly through the 1970's.

Chart 5 – Comparison of Housing Stock Age



The variety of single family housing choices, and the availability of new, undeveloped lots have provided relief from significant up-ward pressure on housing prices in Camden, compared with more suburban areas in central Kent County. Compared to the County at large, and relative to the median household income (\$47,097) housing in Camden is affordable. Median value for homes is \$ 107,100, somewhat less than the County average.

The distribution of housing values is shown in Table 7 and Chart 6, below. Over forty percent of the housing is valued under \$100,000; however, little of the housing stock is less than \$50,000, an indication that the condition of the housing is being maintained. Median monthly rent is \$ 622.

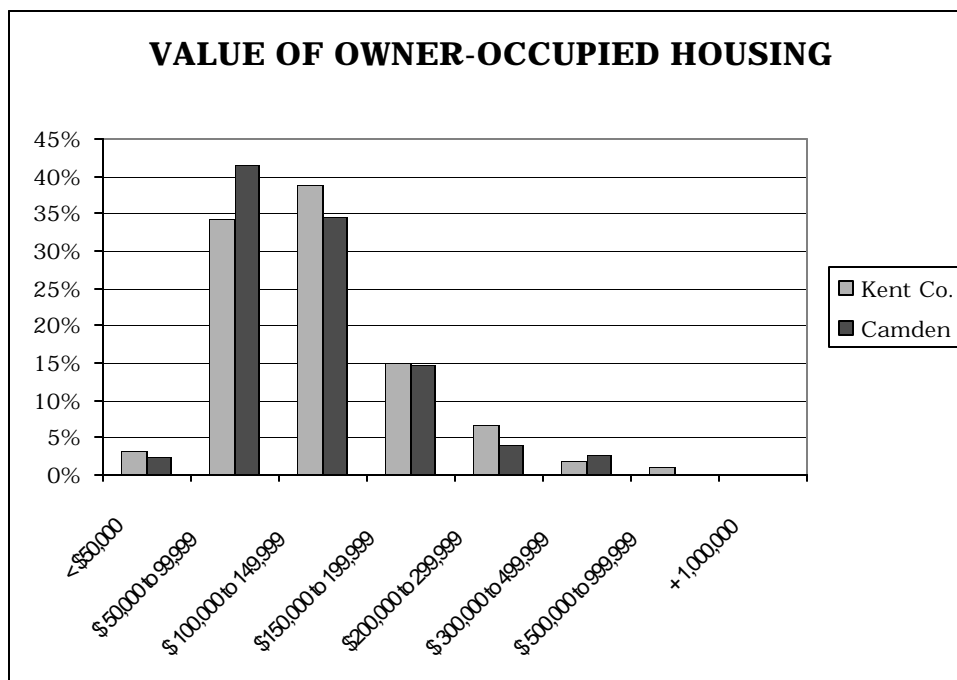
During the 2000 census, 97 % of the housing stock was occupied. The Census reported 535 units were occupied by the owners.

Table 7 – Housing Values in Camden

Value	Number of Units	Percent
Less than \$50,000	13	2.4%
\$50,000 to \$99,999	222	41.5%
\$100,000 to \$149,999	185	34.0%
\$150,000 to 199,999	79	14.8%
\$200,000 to 299,000	22	4.1%
\$300,000 and higher	14	2.6%

Per 2000 Census data

Chart 5 – Distribution of Housing Values for Camden and Kent County



Per 2000 Census data

Housing and Redevelopment Plan

Camden currently utilizes its Zoning ordinance to provide suitable housing development and preservation of its historic center. A single residential district is described with control added through a system of conditional use regulations. The Town maintains significant control of housing density, variety and inclusion of public amenities through the use of conditions imposed during the site plan review and subdivision review process. This comprehensive plan will be used to guide the conditional requirements for new development and annexations by Camden in order to implement the objectives enumerated by the Town during the planning process.

Throughout the planning process, Camden residents voiced their support of consistency within neighborhoods of housing density and character. Under this Plan, the Town will review the development of residential land use patterns and evaluate the benefits of defining new residential zoning districts with various density descriptions to further guide development and assure neighborhood consistency.

Finally, the Town of Camden will continue to work with the County to provide residential candidates for Community Development Block Grants to continue with the maintenance of housing for lower-income residents. Camden intends to continue grouping CDBG candidate properties with properties in the Town of Wyoming, for the benefit of both communities.

Employment and Business Activities

Camden's original economy was centered on the mill industry and trading. Five gristmills were located in close proximity to the original town. Camden also lead in establishment of the canning industry, due to the wealth of local farmers in the area. The first canning industry, started primarily with Delaware's peach crop, strongly influenced the Delaware's economy during the 1850's and after. Canneries built in Camden as well as Rising Sun and Lebanon were known for their fine reputations in the food distribution industry. With the installation of the Delaware Railroad in 1856, new communities such as Wyoming sprang out from around Camden depot, bringing with them new business and industry.

The completion of US Route 13 changed the historic crossroads intersection of Del Route 10 and Camden-Wyoming Avenue, encouraging businesses to re-establish themselves outside of town. Camden is now primarily a bedroom community. During the 1990's, the largest in-town businesses were regional distributors, rather than local service providers.

Businesses within the heart of town tend to be specialty "single purpose" shops, which can bring patrons into town from beyond the Town limits. In contrast, Camden residents have had to do the majority of their daily shopping out-of-town. A new Wal-Mart store is being constructed which will address both daily needs and serve as an anchor for a shopping district. The shopping center is located on US Route 13, which provides access for a large customer base. Additional commercial lots within the shopping center will be accessed by a service road, in support of DelDOT's corridor preservation plan.

Camden's current economic base is divided between the service/retail sector and education. Information provided by the 2000 census showed Camden with a labor force of 1,299 persons, and an unemployment rate within that work force of 2.2 per cent. This figure is significantly below the Kent County rate. Less than 2 per cent of families within Camden live below the poverty rate.

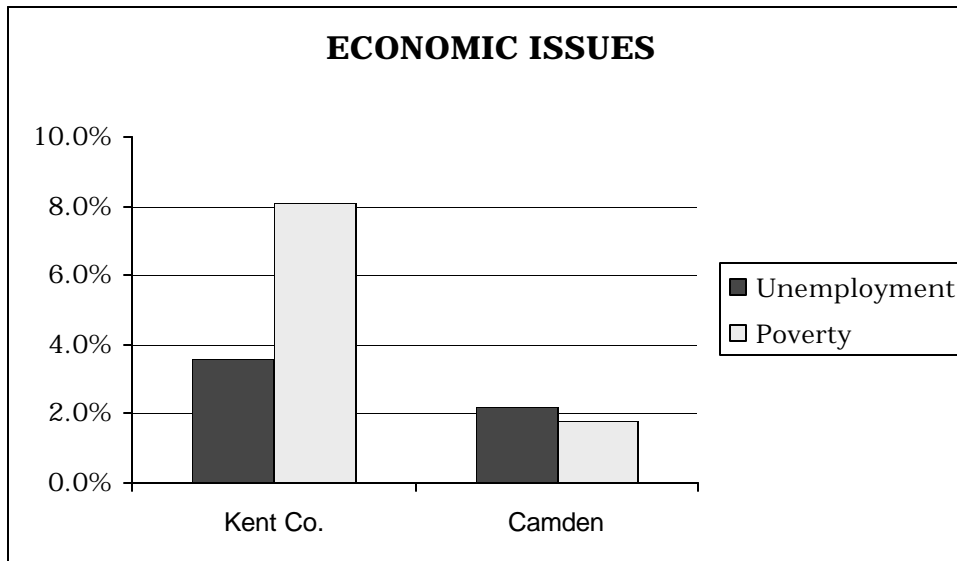
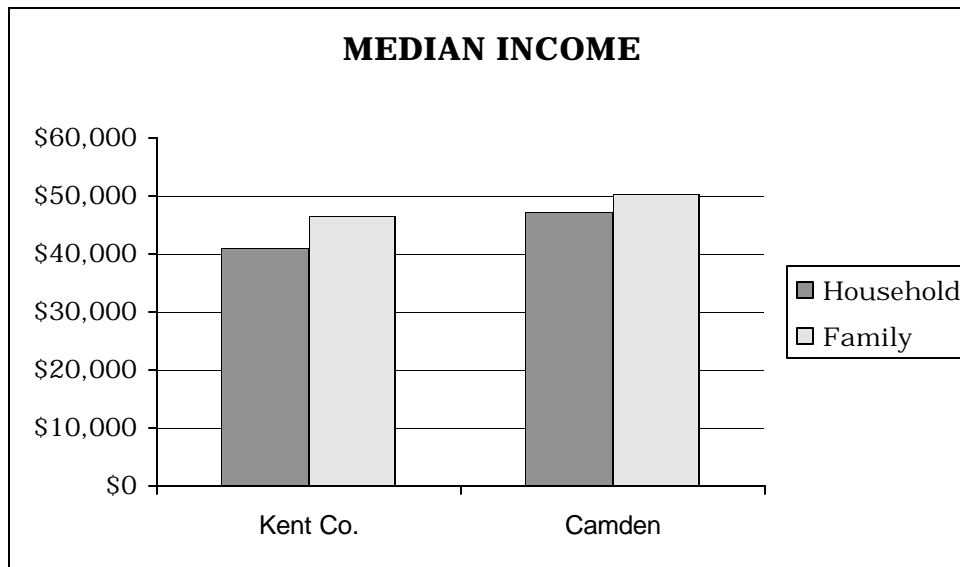


Chart 6 – Comparison of Economic Issues
per 2000 Census data

The economic health of the residential community is reflected by these statistics. Most residents of Camden commute to work, beyond the town limits. The median household income for Camden is \$ 47,097. The County median is \$40,950. Camden's income levels reflect the educational achievements of its citizens.

Chart 7 – Comparison of Income Statistics



per 2000 Census data

Over half of Camden's work force is employed in 4 business sectors. Most job locations are outside of Camden proper.

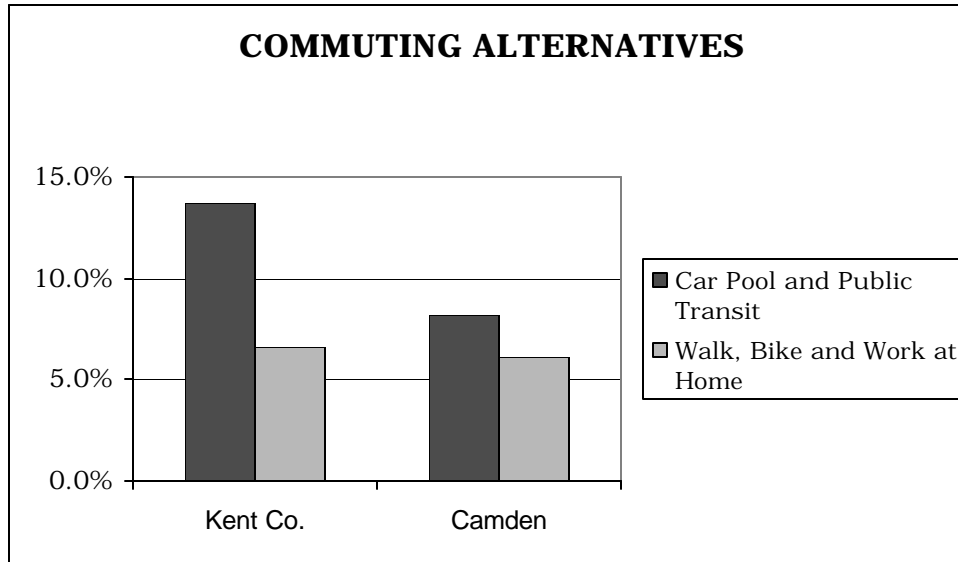
Table 8 – Occupations of Camden Residents

Business Sector	Persons	Percent of Total Labor Force
Education, health and social services	286	24%
Public Administration	186	16%
Manufacturing	117	10%
Retail Trade	115	10%

per 2000 Census

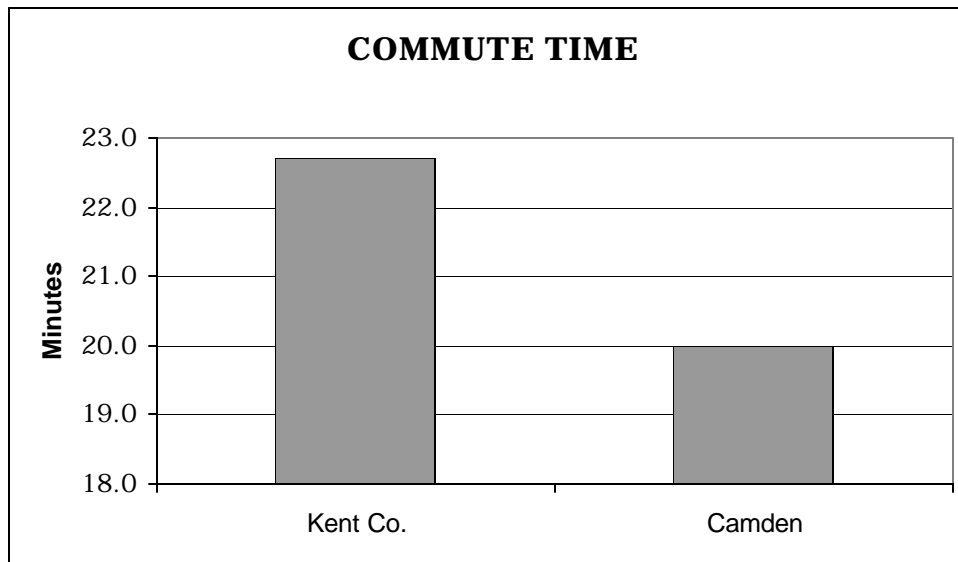
In addition, the Town is home to 59 persons employed in the military. The largest employer for the Town and its water/sewer service provider is the Caesar Rodney School District. Most residents commute to work beyond the Town, as indicated by the transportation statistics shown in Charts 8 and 9, below.

Chart 8 – Commuting Alternatives



per 2000 Census data

Chart 9 – Comparison of Commuting Time



Economic Development Plan

In discussions between citizens, the Planning Commission and Town Council, limited in-town shopping was the main economic issue identified. The Town looked for alternatives that would encourage popular retail chains to consider locating in the Camden area, while preserving Camden's historic town center with its unique potential for small specialty shops.

The Town currently utilizes one commercial district code. Under this plan, the Town will develop commercial district codes that will differentiate the growing highway commercial district from the specialty commercial enterprises that are suitable within the historic downtown area. The division of commercial zoning districts will support the Town's established Historic District zoning overlay, in preserving the character of the original Town center, and in enhancing the Town center for business opportunities catering to both residents and visitors.

A highway commercial district could also specify elements that would support DelDOT's corridor preservation goals for US Route 13.

3.3 PUBLIC SERVICES

The Camden-Wyoming Sewer and Water Authority provides sewer collection and water service for the majority of the Town's citizens. The CWSWA operates solely on the user and impact fees, and various loans or grants it may secure for construction projects. Neither the Town of Camden nor Wyoming contributes funding to the Authority through tax revenues. The town governments do not directly regulate the Authorities fee structure.

The Camden Town Council has the authority to appoint half of the CWSWA board members. The Town also directly coordinates with the Authority through its Developmental Advisory Committee. CWSWA is one of the reviewing agencies.

Water System

The surface waters of Isaac's Branch and shallow dug wells were the initial water sources for the residents of Camden from its establishment until the early 20th century. The Camden Water Commission was formed in 1930 to provide public water service to the town, which was accomplished with water mains, the first "in-air" water storage tank, and public water supply wells. In 1983, the Town Council of Camden and of Wyoming transferred water supply responsibilities from their water commissions to the Camden-Wyoming Sewer and Water Authority (CWSWA), in order to become eligible for federal loans from the USDA. (The CWSWA had been serving both towns for wastewater collection since 1963).

The 1983 project included the interconnection of the Camden and Wyoming water systems, and system upgrades that addressed inadequate fire flow pressures. The project included additional water storage with the addition of a 300,000-gallon tank, which provided for the Town's growth through the 1970's. Since that time, the Authority has expanded the system to new developments within its service territory and repaired leaks and replaced mains as needed.

The Camden-Wyoming Sewer and Water Authority Comprehensive Plan was completed in June 1995. The plan was designed to cover the anticipated needs of the Camden-Wyoming community through 2005. The CWSWA document includes a planning area which extends south to Derby Pond and Tidbury Creek south of Camden. This area is very nearly identical to the potential expansion area used for the Camden 2002 Update.

In 2001, the CWSWA constructed a 1 million gallon water elevated tank to provide over one day's peak water demand in storage.

CWSWA includes 1,475 water service connections. The Certificate of Public Necessity and Convenience (a utility's service area) for the CWSWA includes 90 % of the town of Camden, with the areas to the east of US Route 13 and the subdivision of Tamarac (on the southwest of the town) included in the service territory of Tidewater Utilities. One recent annexation to the Town included the property owner negotiating the transfer of service rights from Tidewater to the CWSWA.

The CWSWA board oversees the operations, finances and planning for the Authority. The board includes 6 members (three from Camden and three from Wyoming.) The Authority has a staff including a full time superintendent and contract engineer. The Authority is subject to all the regulations regarding public wells, and water supply as administered by DNREC and DHSS. The Authority does not have any jurisdiction regarding land use or zoning and relies of regulation promulgated by various State agencies and the federal "Safe Drinking Water Act" to protect its water supply. The most-recent Annual Drinking Water Quality Report is included as Appendix 4.

The existing water distribution system in Camden includes primarily 4-inch and 6-inch diameter lines. Generally, mains six-inches or greater in diameter have been installed since 1955. CWSWA water storage includes two facilities: a 300,000-gallon elevated tank and a 1,000,000-gallon elevated tank.

Tidewater Utilities, Inc., also serves the developed southern portion of Camden within the Tamarac subdivision. Tidewater Utilities, Inc., is a subsidiary of Middlesex Water Company, a public-traded company located in New Jersey. The Delaware Public Service Commission regulates Tidewater Utilities, Inc.. The Town does not have any direct involvement with its operations. The “Camden District” is an interconnected water system that extends from Tamarac in Camden on the southwest to the Generals Green subdivision, 41/4 miles to the northeast. The District includes a 300,000 gallon elevated water storage tank at Rising Sun and an 80,000-gallon ground level tank on US Route 13.

The CWSWA water system is served by two public water supply wells that tap deep, confined aquifers, as shown below.

Table 9 – Public Water Wells within Camden*

Well ID	Permit No.	Year Completed	Aquifer	Screen Interval
Well No. 2	10077	1952	Cheswold	216' - 237'
Well No. 4	10078	1969	Piney Point	343' - 460'

* CWSWA operates wells within the Town limits. Tidewater Utility wells are located beyond the current Town limits.

Tidewater’s “Camden District” is served by wells located across the district. Most are completed at depths greater than 150 feet below the ground surface.

The Delaware Geological Survey has documented steady declines in the production rates from the Piney Point aquifer, and DNREC has a moratorium on new allocations of water from the Piney Point. New water resources for the Camden Wyoming Sewer and Water Authority may come from shallower aquifers. Shallow aquifers generally provide reliable quantities of water because rainfall can quickly recharge the aquifer through infiltration. This positive effect is also a cause of concern, if land use in the recharge area produces contaminants that also could leach into the groundwater near a well site. As part of the

community discussion, the Authority suggested that the Town adopt a wellhead protection ordinance to limit certain land uses in the vicinities of public water supply wells.

As noted above, recharge of water from the land surface to the shallow groundwater table is vital to the sustainability of shallow groundwater resources. In 2007, new regulations will be in effect requiring the Town to protect recharge areas through amendments to the Town's land use ordinances and through specific elements included in the 2007 Comprehensive Plan Update. Areas of "Excellent Recharge Potential" have been mapped in the Camden area, by the Delaware Geological Survey. The recharge areas are shown on Figure 7.

Under new security guidelines under the Safe Drinking Water Act, the Town has chosen not to show the locations of CWSWA's water wells, main distribution system or water storage facilities.

Sanitary Sewer System

As with much of Kent County, residents of Camden disposed of wastewater initially via outhouses and subsequently using individual septic systems. Public sewage treatment for both Camden and Wyoming began in 1962 with the formation of the CWSWA. The Authority installed sanitary sewer and constructed a sewage treatment plant in Wyoming, along Isaac's Branch. Almost all of Camden's wastewater collection system was installed in 1963.

To comply with environmental regulations, the CWSWA closed the plant in 1977 and merged the system with the Kent County Regional Wastewater System, at Pump Station 14. The wastewater is treated at the County's plant east of Frederica.

Currently, wastewater is handled primarily through the CWSWA. In the southern portion of the Town, the initial lots of the Tamarac subdivision utilize individual, on-site septic systems for wastewater disposal. New development planned for Tamarac will be served by the CWSWA.

The gravity collection system installed by the CWSWA is composed of vitrified clay pipe with rubber-gasketed joints, with pipe sizes ranging from six to fifteen inches. Most of the system is 8-inch diameter pipe.

In 1977, the County's Pump Station 14 was designed for a maximum daily flow of 500,000 gallons. Projections for wastewater flow from CWSWA listed in the Kent County Long-Range Wastewater Master Plan indicate the system will flow at approximately 440,000 gallons in 2020.

The CWSWA has a number of programs that reach out to homeowners to provide assistance with sewer problems. The Authority is currently encouraging sewer customers to plug old basement drains that connect to the sanitary sewer.

According to DNREC, the Camden-Wyoming Sewer and Water Authority has a Wastewater Facilities Management Plan on file the DNREC Financial Assistance Branch, which was completed in 1995.

Water and Sewer Plan

Although not directly in control of its water and sewer systems, the Town of Camden can promote the health and safety of its citizens by remaining engaged through its appointees to the CWSWA board.

As requested by the Authority, the Town of Camden will develop and adopt a well-head protection ordinance to protect future well sites. This will be implemented under the Conservation Plan (see page 51).

It is possible that the Authority will need to complete an updated Wastewater Facilities Plan within this 5-year planning period (2002-2007). The Town can assist through provision of maps and data developed under this Plan

Stormwater and Drainage

In general, the topography of the Camden area is very flat. Portions of the Town south of Old North Road have approximately 10 feet of relief. From old North Road to Isaacs Branch the land surface falls gently another 20 feet. The natural topography of Camden originally provided stormwater drainage through several waterways and drainage ways including Isaac's Branch, Newell Branch, Gibbs Ditch, and shallow valleys sloping north to Isaacs Branch in the vicinities of Main, South and West Streets.

Water detention also occurs in broad shallow topographic depressions, including locally along Main Street, and east of the railroad, in the vicinity of Tamarac and Barclay Farms.

The Town of Camden and Kent County have taken steps in the past to alleviate inadequate drainage from the central portion of town. In 1976, the Town and the Kent Conservation District entered into an agreement to maintain Gibbs Ditch, the primary stormwater drainage outlet for most of the developed part of Town.

Stormwater in Camden is collected through a stormwater drainage system consisting of 12-18 inch diameter pipes to convey runoff to the outfall points. No regular maintenance (street sweeping or vacuum cleaning of the system) is conducted on the system. Also, the naturally flat topography creates poor drainage conditions. As a result, storm events result in predictable flooding at a number of locations, including: Old North Street and Main Street (Caesar Rodney High School), Center Street at West Street, South Street at Main Street.

High intensity events can cause severe problems. Unfortunately, even low-intensity rainfall over long duration can produce pools of water along un-curbed roadsides and at the driveways to many homes and businesses. Pooling has been noted along the east side of North Main Street, along West Street, south of Camden-Wyoming Avenue, along the north side of South Street and along the private roads of Barclay Farms. In general, these pools were not flowing. They dissipate through infiltration and evaporation.

New subdivisions and developments are regulated by the Kent Conservation District for stormwater management and by the Town's zoning ordinance. Sidewalk, curb and gutter systems for the entire Town's roadways, with appropriate stormwater collection and discharge is a long-term goal.

Drainage Plan

It is recommended that the Town continue to take advantage of grant opportunities, for example 21st Century funding, for transportation enhancement and roadway projects which incorporate improvements to the stormwater management system. Projects should include conservation practices, including grass-lined swales, where practical, which have the dual benefit of significant capacity in low-lying areas and water quality improvement. In addition, the buffer system proposed in the Conservation Plan can be used to mitigate localized flooding of the stream system.

Streets

Roads and highways have been important in the history of Camden. The town's development was dictated by trade routes, meandering country roads and local short cuts. Since Camden's main roads were established during the days of horse drawn wagons, they often do not conform to today's design standards. For instance, they vary in width, often lack right-angle intersections and have homes located very close to the right-of-way.

With the arrival of the Delaware Railroad west of Camden in 1856, the town developed westward. The narrow, twisting Almshouse Road (present day Commerce Street/Camden-Wyoming Avenue) became a through street to the railroad.

Caesar Rodney and Camden-Wyoming Avenues gained importance in the 1930's when Caesar Rodney School (today's Middle School) was expanded, and again in the 1950's when the Nellie Stokes Elementary School were built at the intersection of those streets. Old North Road and Main Street gained traffic in 1967 when the Caesar Rodney High School was built at the intersection of those streets.

US Route 13 was relocated to the east in 1973 and Main Street was designated Business/Alternate US Route 13A. Camden-Wyoming Avenue and Caesar Rodney Avenue were designated as Delaware State Highway 10. DE Route 10 was widened to a four-lane highway east of Camden in 1970.

New streets have been added to the town, as subdivisions are constructed and the streets are accepted by the Town for maintenance. Camden includes approximately 6.1 miles of town-maintained streets, approximately 5.1 miles of State-maintained roadways and approximately 2 miles of private streets.

The major highways which pass through Camden include: US Route 13, US Route 13A (Main Street) and Delaware Route 10 (Camden-Wyoming Avenue). Other major highways and roadways in the vicinity include Delaware Route 9, US 113 and the Puncheon Run Connector to DE Route 1 toll road.

Generally, the roads with large volumes of through traffic are maintained by the State, which roads that serve primarily the town's residents are maintained by the Town.

DelDOT's "Long-Range Transportation Plan" includes seven strategies for Delaware's transportation future (see "A Closer Look," Brochure, #4 in a Series, Appendix 8). Strategy 1 is to target investments into designated growth areas. Camden is located within an area where the DelDOT Plan has identified as a "multimodal investment area." This strategy area is proposed to make transportation components such as public transit, walkways, and bikeways as efficient, convenient and safe as possible.

DelDOT has included US Route 13 in the Camden area under its Corridor Capacity Preservation Program (CCPP). The Program was established to ensure the crucial transportation functions of selected roadways will be maintained through the year 2020. The four main goals of the Program are:

1. To maintain a road's ability to handle traffic efficiently and safely,

2. To minimize the transportation impacts of increased economic growth,
3. To preserve the ability to make future transportation-related improvements,
and
4. To prevent the need to build an entirely new road.

The Camden 2002 Update to the Comprehensive Plan supports the DelDOT Long-Range Plan and the CCPP, through the consolidation of economic and population growth within the Town setting where facilities already exist.

DelDOT has published a Corridor Capacity Preservation Plan for the Town, which currently includes signalization of US Route 13 with Lochmeath Way and service roads fronting the Wal-Mart and shopping center. The signalized road will intersect a service road to provide access to commercial lots fronting on US Route 13. The plan is shown as a map schematic, provided by DelDOT as Appendix 9.

Pedestrian Access

Sidewalks have been placed along many of the main streets through the town, however, most residential streets continue to have only one side, or no sidewalk available. It is recommended that the Town continue to look for opportunities to utilize Municipal Street Aid Funds and Transportation Enhancement Funds, as part of DelDOT's Long-Range Transportation Plan Strategy 1, for street improvements including sidewalks, lighting, and drainage improvements. Street work could be prioritized based on pedestrian patterns of school children and access to Town businesses and amenities.

Bus Routes

DART First State operates a weekday bus route (Route 104) that serves the Town of Camden. Information available from DART First State indicates one stop is operated at the High School, for both Camden and Wyoming. Based on Census information regarding commute time and transportation alternatives, residents of Camden chose to ride in their own automobiles most of the time.

It is recommended that, under the proposed Facilities Needs Assessment, the Town enlist the assistance of the Dover/Kent Municipal Planning Organization in coordination with the Town of Wyoming, to determine if additional stops on Bus Route 104 would increase the number of persons making the public transportation choice.

Other Utilities

Natural gas is available to most of the town through Chesapeake Utilities Company. The Tamarac subdivision is not currently served. Electricity is provided by Connectiv. Street lighting is provided to the Town under contract by Connective and is provided in most of the developed areas. Telephone service is provided within the Town by Verizon. Comcast Cablevision provides cable television.

Public Education

The availability of quality public education is an important component in attracting new residents, and in keeping current residents within the community. Camden has a long history of valuing education as a public service.

The Quakers established the first school in Camden in 1805. The Friends Meeting House on Camden-Wyoming Avenue still contains a schoolroom, which served the community before the first free schools were established. This one-room academy was the precursor of the old academy located next to the Methodist church on South Main Street, which served the community until the original Caesar Rodney High School was built in 1916. The Nellie Hughes Stokes Elementary School was built in 1952 and the “new” Caesar Rodney High School was built in 1967. The Caesar Rodney School District was formed in 1915, then known as State Consolidated District No. 1. During the years from 1919 to 1969, smaller surrounding “one-room school house districts” were eliminated by absorbing them into the Caesar Rodney School District.

The school district is Camden’s largest landowner, largest employer, and largest traffic

generator. Much of the town's social and cultural life revolves around the Caesar Rodney School District. The State of Delaware General Fund, land property and capitalization taxes, and federal subsidies finance district-operating costs for children of Air Force personnel.

Three of the Caesar Rodney School District's fourteen schools are located within the town limits: Caesar Rodney High School, Fred Fifer III Middle School, and Nellie Hughes Stokes Elementary School. Close by in Wyoming is the W.B. Simpson Elementary School and W. B. Simpson Intensive Learning Center, in Rising Sun is the F. Niel Postlethwait Middle School. District headquarters are also located within Wyoming.

Caesar Rodney High School, located at the northwest corner of Old North Road and Main Street, serves grades nine through twelve for the entire Caesar Rodney School District. The 2000 enrollment was 1,665 students and the 2001 enrollment was 1,709. The school's maximum capacity was 1,700 students, although enrollments have been as high as 1,815. The teacher/student ratio is currently one teacher for each 15 students. In November of 1999 residents in the Caesar Rodney School District approved a referendum for the renovation and expansion of the high school facility. The project includes construction of additional classrooms, expansion of existing classrooms, expansion of guidance and health areas and renovations to bring the facility into code compliance. Upgrading of the buildings infrastructure is also being addressed. The project has been slated for completion in time for the opening of school in 2003.

To replace the deteriorating Caesar Rodney Junior High School, the district began construction of the Fred Fifer III, and F. Niel Postlethwait Middle Schools in the latter part of the 1990s. Construction was completed in 1999 with 41 and 45 classrooms, respectively. Both schools serve grades 6 through 8. The 2000 enrollment for Fred Fifer III Middle School was 711, and in 2001 the enrollment was 745 students. The teacher/student ratio currently is 15.9 students per teacher.

The new Nellie Hughes Stokes Elementary School was constructed in 1997, replacing the 1952 school building that was located at Camden-Wyoming Avenue and Caesar Rodney

Avenue. The new school building serves kindergarten through fifth grade. Enrollment for 2000 was 511 students and for 2001 was 549 students. The current teacher/student ratio is 18 students per teacher.

Many of the Caesar Rodney School District facilities are available for use to the residents of Camden on a “no-charge” or rental basis. The “no-charge” access facilities include the outdoor recreational facilities (20 acres of open space, 10 tennis courts, 2 tracks, 2 playgrounds, 1 baseball field, 3 parking lots) and some classroom space. The rental facilities include the gymnasium, auditorium, cafeteria, and classrooms. These spaces are available for meetings, special classes, etc., and are used by private groups and state/county agencies.

The future completion of the Tamarac housing development in Camden and the construction of new housing developments within the School District at large will continue the steady increase in enrollment at the Camden schools. Under the current round of new school construction and expansions, the District is anticipating continued growth in the Camden area.

Camden will continue to participate with the School District in planning to accommodate potential enrollment growth in the three Camden schools and the entire Caesar Rodney School District. School facilities should continue to be available to the adult and school age population for social, educational, and recreational opportunities during after-school hours.

As part of the Land Use Plan, it is recommended that the Town’s practice of listing school facilities as acceptable conditional uses in Residential or Commercial Districts be continued as new zoning classifications are defined.

It should be noted that if a school facility is not within the Town, Camden has no direct Authority to provide sewer or water service; however maintains an open-door policy with the School District and will place issues for discussion on Council agendas, if the District wishes to request the Town’s support for projects or initiatives.

Library Services

The Delaware State Library Commission, founded in 1901, initiated bookmobile service throughout much of the state including the Town of Camden in 1904. The Kent County Department of Library Services assumed full responsibility for the bookmobile service in 1989, and in 1991 a mobile library trailer replaced the bookmobile. The Caesar Rodney School District has had school libraries since its inception in 1916. However, the school libraries are traditionally not open to the general public.

Library service in Camden is limited to a mobile library provided by the Kent County Department of Library Services. The mobile library trailer visits the Brecknock Park on Wednesdays from 9:30 a.m. to 4:00 p.m. The Kent County Library Services Department also offers the county residents intra-library loans services and in 1995 KentNet (an automated computer system) was introduced.

Other local library resources beyond Camden town limits include the Dover Public Library and the Delaware State Library (located in Dover). Delaware State University, Wesley College and Delaware Technical & Community College all have on campus libraries.

The Town may wish to contact the Caesar Rodney School District, to investigate the feasibility of an evening lending program to the general public.

3.4 ENVIRONMENTAL ISSUES

Camden is found within the Atlantic Coastal Plain, a region that comprises approximately 94 percent of Delaware's area. The Coastal Plain is a level region, sometimes gently sloping with relatively low altitude bordering the Atlantic Ocean and its estuaries. The Coastal Plain is underlain by sandy sediments layers with silts and clays, which have been compacted into soft rock ranging in age from 2 million to 100 million years old.

Sands which occur within the first 400 feet below the ground surface can produce potable water with reasonable treatment. The commonly used aquifers (from shallowest to deepest) are: the unconfined (or Columbia), the Frederica, the Cheswold and the Piney Point. Camden utilizes water produced from the Cheswold and the Piney Point.

The thin layer of soil which blankets the area has been mapped by the U.S. Soil Conservation Service. The majority of Camden's soil was mapped as the Sassafras Soil Series. This soil is deep, well drained, stable and rich, equally suited for agriculture and development. Sassafras soils are easily worked and the soil moisture capacity is high. Sassafras soils are limited in use only by slope and by possible erosion hazards.

The Sassafras Series provides an ideal soil type for agricultural uses. In the past, agricultural users within Camden have included orchards and traditional grain crops, potatoes, cabbage, peas, and an abundance of soybeans.

Agricultural Preservation

No areas within Camden's current Town limits, nor within Camden's anticipated expansion areas (see Figure 8), are designated by the State for agricultural preservation. The Town values its location within the Kent County lands that are actively farmed, and intends to offer, through its Community Development Plan, an attractive location for new residential and commercial development. Encouraging growth within municipal areas with water and sewer, excellent education and recreational facilities may relieve development pressure on Kent County's agricultural lands. The objectives of this Comprehensive Plan Update are

consistent with the County's plan to conserve agricultural land by promoting growth within the "Growth Zone," of which Camden is a part.

Surface Water

Isaac's Branch is the only permanent stream located in Camden. Gibbs Ditch, Newell Branch, the "South Street" drainage way, and the "Main Street" drainage way are additional intermittent streams or swales. All waterways and drainage ways are located in the St. Jones River Watershed of the Delaware Bay Basin.

The federal Clean Water Act (CWA) requires Delaware to develop a list of water bodies, the "303(d) List," for which existing pollution control and prevention activities are not sufficient to improve or maintain water quality standards paired with specific water uses. To address the deficiencies, DNREC is directed to study the listed water bodies and propose Total Maximum Daily Loads (TMDLs) for specific pollutants. A TMDL sets a limit on the total amount of a pollutant, entering the water body from many sources. The goal of the legislation is to achieve water qualities that support reasonable uses, such as fishing, boating, swimming or other activities.

The Town of Camden is located along Isaacs Branch, a stream within the watershed of the St. Jones River. Isaacs Branch was first listed in 1996 for elevated levels of nutrients, bacteria and low dissolved oxygen. The Branch remains on the list for nutrients and bacteria, however was de-listed for dissolved oxygen on the Draft 2002 303(d) List. The target date for establishing the TMDLs for the St. Jones River watershed is 2006. The watershed is currently under the intensive monitoring process. As part of the process in establishing the final TMDLs, DNREC will coordinate a Tributary Action Team. It is recommended that the Town of Camden participate on the team, to assure that the Town's interest in maintaining a healthy environment and developing cost-effective solutions is represented.

Floodplains

The Flood Insurance Rate Map issued by the Federal Emergency Management Agency (FEMA) confirms the presence of a 100-year floodplain along Isaac's Branch in Northern Camden (Figure 6). The remaining portion of Camden is listed as an area of minimal flooding. Floodplain soils can be found along Isaac's Branch.

FEMA lists Community Panel 100003 0001B (1981) for the Camden area. A new Flood Insurance Study has been completed for Kent County in September, 2001.

Wetlands

The National Wetlands Inventory Map confirms the presence of wetlands within Camden's boundaries (Figure 6). These wetlands have been categorized as non-tidal, wooded wetlands. DNREC also maintains a set of wetlands maps that were re-delineated using orthophotographs taken in 1992. New photographs have been completed for 2002 and updated land use data, including wetlands information, have not yet been issued. The National Wetlands Inventory data set, released by DNREC and the Delaware Coastal Management Program in 1997 is accurate for use as a planning tool, and in general is somewhat more conservative; that is, wetlands areas are shown slightly larger, than the State mapping. Site-specific wetlands delineations are completed as part of new construction permitting.

Noise

A pollution problem of special concern to Camden residents is the amount of noise pollution caused from traffic directed through the town or from travel on the major routes surrounding its outskirts. Camden is a crossroads community with problems rising from the large truck traffic found at the four corners of the town and the idling noise they cause when stopped at

traffic signals. The noise is a major source of complaint from residents. The current zoning ordinance does not have provisions to regulate the problem, and control of the problem is limited because the truck traffic is carried on the State road system that is not under the jurisdiction of the community. The air pollution caused by this heavy traffic may also be evolving into a specific issue. These issues are shared by neighboring Wyoming and County residents located in enclaves between the two towns.

Conservation Plan

Resulting from the public planning forums, a number of environmental concerns were identified and solutions proposed. As referenced under the Water and Sewer Plan, the Town of Camden will develop and adopt a well-head protection ordinance to protect future well sites that may include production from the shallow aquifer system. **At a minimum, the ordinance will impose limitations on certain land uses within a 150-foot radius around the CWSWA's deep aquifer wells.** Future action will include additional regulations regarding groundwater recharge protection.

The history of Camden is closely associated with the surrounding waterways, and the environmental health of both Isaac Branch at the Town's northern limit and Tidbury Creek at the southern limit of the Annexation Plan. Under the Land Use Plan developed by the Planning Commission, a 300-foot preservation strip buffers two segments of the Tidbury Branch drainage. These preservation strips include the 100-year flood plain as designated by FEMA, as well as wetlands areas. Placement of the preservation strip along the water way will limit construction within the floodplain. **A description of suitable landscape buffer options will be developed to provide in-fill along the preservation strips where the land adjacent to the waterways is not wooded. DNREC through the Delaware Coastal Management Program is developing buffer requirements for various landscapes and habitats that may be utilized by the Town.**

An undeveloped segment of Isaac Branch is protected by Brecknock County Park. As part of the St. Jones watershed, water quality issues will be addressed as the final TMDLs are established. DNREC will coordinate a Tributary Action Team for the watershed, and the

Town of Camden participate on the team, to assure that the Town's interest in maintaining a healthy environment and developing cost-effective solutions is represented

Noise pollution is perceived as a serious issue in the heart of Camden as truck traffic moves through town on the State-maintained roadways. It is recommended that the Town work with DelDOT on noise and vibration due to truck traffic. The Town should also utilize the Kent/Dover Metropolitan Planning Organization to further Camden and Wyoming's common transportation issues.

The Town will continue to work with DNREC, Kent Conservation District, and the County for the conservation and preservation of water resources. This effort is consistent with the Kent County Comprehensive Plan.

4 COMMUNITY DEVELOPMENT PLAN

The Town of Camden, through its Planning Commission, public input and general guidance provided through the Office of State Planning Coordination, have outlined a series of plans, referenced below, which work together to provide the Community Development Plan.

Table 10 - Plan Elements

Plan Element	Chapter and Page
Cultural Resources	Chapter 3.1, page 12
Land Use	Chapter 3.2, page 17
Housing	Chapter 3.2, page 26
Economic Development	Chapter 3.2, page 30
Water and Sewer	Chapter 3.3, page 35
Drainage	Chapter 3.3, page 36
Pedestrian Access	Chapter 3.3, page 38
Conservation	Chapter 3.4, page 44

In addition to the elements develop under this planning process, the Town identified the need to evaluate its current community facilities (primarily the Town Hall, the Police Department and Public Works offices and equipment) to develop a budget plan to grow the facilities with the anticipated growth within the Town.

Potential Expansion and Anticipated Annexations

Camden is anticipating limited expansion to the northeast and south within the next year, and continuing growth to the south within the next five years. Approximately 528 acres are included in the Town's Annexation Plan for the next five years. In addition to adding to the Town through annexation, Camden has proposed to gift a parcel (Parcel No. NM-02-94.00-01-17.01) to the Town of Wyoming. The parcel, is adjacent to the Camden-Wyoming Little League within the Town of Wyoming. Transfer of the +/- 7.8-acre parcel will allow consistent regulation and control of League spectators and visitors to the area.

Under the guidance of the Office of State Planning, the Town of Camden has delineated an area of potential expansion that forms a geographically contiguous and compact Town area, or Annexation Plan, in conformance with HB 255. Camden has worked in include existing enclaves and existing development which could become enclaves in the future as annexations proceed.

Table 11, below, shows the amount of property that may be added or removed to Camden under this Update. Within the Annexation Plan, areas are referenced as “Uncertain” which include existing residential development. These properties are served public water and sewer through the Camden-Wyoming Sewer and Water Authority, Tidewater Utility, Inc., and Kent County, however future legislation, economic conditions or other circumstances may provide incentives for annexation into Camden.

Table 11 - Potential Expansion Acreage

Anticipated Annexation Time Frame	Acreage
2003	86
2004	107
2005 - 2007	256
Uncertain	79
TOTAL	528
Land transfer to Wyoming	7.8

The Town of Camden receives regular inquires regarding potential annexation and development of properties. The parcels included in the 2002 Update will provide a variety of choices for potential residents and businesses seeking locations to build. Variety and choice are important element to keeping supply ahead of or inline with demand, which in turn reduces inflationary pressure on land and housing costs. Variety of choice is key to

Camden's goal to provide affordable housing.

Figure 8 shows the Potential Expansion Area, where future annexation is likely to occur.

Using the elements of the Community Development Plan, the Town will direct the character of that growth to meet the Town's goal of preservation of its small town feel, and to improve the Town's environment for its citizens. Figure 9 indicates the Future Land Use Plan elements.

Relationship with Town's Objectives

Through the planning process, the Town identified seven objectives for the 5-year planning period. The Town intends to pursue the following activities and projects, which are included in the elements of the Community Development Plan, to advance its objectives (see Section 2).

Objective 1: Maintain the character of the Town's built environment

- The Town will update its map book for zoning districts and produce a new zoning map.
- The Town will develop a more detailed existing land use map, and compare existing land use with current zoning.

Objective 2: Maintain and enhance the existing "small town" commercial entities and neighborhoods

- The Town will develop commercial district codes that will differentiate the growing highway commercial district from the specialty commercial enterprises that are suitable within the historic downtown area.
- Based on the development of the existing land use database, the Town will determine

whether new residential zoning districts with various density descriptions are desirable to maintain neighborhood consistency.

Objective 3: Participate fully in shared municipal functions

- Continue active participation in Camden-Wyoming Sewer and Water Authority
- Utilize the Kent/Dover Metropolitan Planning Organization to further Camden and Wyoming's common transit issues such as noise and vibration.

Objective 4: Respond to environmental challenges

- The Town will assist the Camden Wyoming Sewer and Water District to protect groundwater resources through the development of a well head protection overlay zone.
- The Town will encourage CWSWA to update its Wastewater Facilities Management Plan during the current 5-year planning period (2002-2007).
- When appropriate, the Town of Camden will participate on the St. Jones Tributary Action team, to assure that the Town's interests in maintaining a healthy environment and developing cost-effective solutions for Isaacs Branch, are represented.

Objective 5: Coordinate with other planning entities to improve recreational opportunities

- The Town will continue supporting excellence in education through cooperation and coordination with the Caesar Rodney School District, and look for ways to share facilities for the benefit of the entire community.
- The Town will continue to work with the County and State to enhance and protect

natural resources.

Objective 6: Improve the traffic plan within the community

- The Town will work to take advantage of grant opportunities for transportation enhancement and roadway projects that incorporate improvements to the stormwater management system.
- The Town will use pedestrian patterns of children walking to school to assist in prioritizing street work such as sidewalk additions.

Objective 7 Continue the planning process through development of a detailed governmental needs assessment ties to the projected population growth, land use mapping and annexation plan.

- The Town will solicit members for a sub-committee to identify capital improvement projects and equipment needs compatible with the Town's anticipated growth.
- The Town will investigate options for maintaining efficient and effective town management, including the option of hiring additional staff as the Town grows.

5 IMPLEMENTATION

The planning process will continue through the functioning boards and commissions that regulate the Town. The understanding and participation of the Town's residents is valued as part of the process. The Town will actively pursue grant opportunities to implement as many of the identified activities as possible.

The primary service that has land use implications, and which is the primary tool to implement this Plan is the Zoning Code. The Town of Camden does not provide water or sewer service, which when constructed can dramatically influence growth patterns.

The Town will continue to use the Zoning Code, including modifying the code as indicated in this Plan, to encourage sustainable growth compatible with the Town's objects, the goals of the Kent County Comprehensive Plan and the vision of the Livable Delaware strategies.

Planning and Coordination

The Town of Camden, like all Delaware municipalities, functions under the overlapping authorities of federal, state and county agencies. In addition, the Town maintains a unique relationship with its closest neighbor, the Town of Wyoming. These two municipalities contribute members to the Camden-Wyoming Fire Company, form the heart of the Caesar Rodney School district and share water and sewer facilities through the Camden-Wyoming Sewer and Water Authority.

The CWSWA is a non-profit, chartered authority that operates on the cash flow generated by user fees. The Authority's charter specifically mandates that the Authority provide water and sewer service to the citizens within both towns. The Authority does not receive revenues from either town; however, its governing board includes an equal number of board members appointed by Camden and Wyoming, respectively. The CWSWA organization provides important coordination for the maintenance and expansion of public services.

The Towns of Camden and Wyoming work together through an open-door policy, where daily questions and issues are often addressed by a quick phone call. Larger policy issues are brought to joint meetings of the respective Town Councils. As an example, the two towns have been working to consolidate the Camden-Wyoming Little League fields. A portion of their correspondence on this issue is included as Appendix 5, as an example of the informal but effective government cooperation.

Camden utilizes a Developmental Advisory Committee system for coordination with the Town's departments, local, county and state agencies on proposed develop. A project review by the DAC is done on as as-needed basis. Agencies that participate include the Camden-Wyoming Fire Company, the Camden-Wyoming Water and Sewer Authority, Kent Conservation District, the Caesar Rodney School District, Town Departments, DelDOT and DNREC, among others. In addition, if the project is within the Town's Historic District overlay, a Historic District review is also completed by the Planning Commission.

In developing this Comprehensive Plan Update, the Town utilized Geographic Information Systems to generate and analyze maps of land use, conservation and natural areas. The data sets used to make the maps will be available to the County and to the Office of State Planning, for integration into other planning efforts. This is consistent with the Kent's goals for advancing intergovernmental coordination.

The State of Delaware outlined its goals in the December 1999 Strategies for State Policies, and March 2001 Livable Delaware initiatives, to ...”help manage new growth . . . while revitalizing town and cities and protecting the state’s environment and unique quality of life.” In March 2001, Governor Minner proposed and passed legislative initiatives which where directed at implementing the Strategies’ goals.

This Final Draft Plan is submitted through the Office of State Planning Coordination for LUPA review and comment. In addition to the formal LUPA process, the Town has contacted DelDOT (Monroe Hite, June 2002), Kent County Historic Preservation (Elizabeth Ross, August 2002), Camden-Wyoming Sewer and Water Authority (Harold Scott,

September 2002, and Soheil Gharebaghi, March 2003) for information and coordination regarding Camden's update. The Office of State Planning representative for Kent County municipalities also served to provide coordination with other municipal plans being developed in the area.

The Livable Delaware policies are compatible with Camden's goals for steady, sustainable growth. The Town of Camden intends to support annexations and internal growth with adequate sewer, water, police and other key services.

The Town of Camden 2002 Comprehensive Plan Update, when adopted, will be used to evaluate requested annexations, and to track the City's progress as it implements projects and ordinances that will support the goals of the community.

Other Planning Entities and Mandates

Under the Livable Delaware agenda, planning mandates are required to coordinate their efforts. The Town of Camden will continue to take an active role in highlighting issues which are important to the citizens of the Town, so that the County and various State agencies can budget appropriately for improvements needed in the Camden area.

Appendix 5 lists other agencies and entities that have planning mandates that include the Camden area.

LUPA Comments

The Office of State Planning Coordination (OSPC) reviewed the draft plan for the Town of Camden and collected comments on the Draft Plan, which was available for public review at the OSPC website. The reviewing staff provided the Town issues that needed to be addressed or clarified prior to certification. This document has been amended to include the additional information requested. The LUPA comment letter is provided with its enclosures

as Appendix 10. Table 12, below, is a directory of the comments and where to find the pertinent amendments within this Plan.

Table 12 – LUPA Index

General Comments	Add date source(s)	Throughout Plan
	Expand description of land use and future land use	Fig. 9, p. 18-21, 54-55
	Coordination with Wyoming	p. 20, 30, 54, 60
Population Data	Clarify methodology	p. 25-26
	Language – race vs. ethnicity	p. 23, Table 5
Housing	Justify the Affordable Housing Plan	p. 28
Redevelopment	Identification of redevelopment areas and issues	p. 30
Community Character	Historic information needs to be summarized with a description of local historic district	p. 11-12
Cultural Resources	Define locations of historic districts - overlaps	p. 11-12, Fig. 7
	Show the Camden Friends Meetinghouse and the Zion AME Church	Fig. 7
	Plan states all efforts will be made to protect historical districts, but it does not state how this will be implemented, review construction or ordinance	p. 14, Apdx. 7
	Historic preservation	p. 14, Apdx. 7
Water and Wastewater Plan	Plan should completely describe the CWSWA role, master plan, policies, and process of new developments into system	Chart 1, p.36-40, p.59
Transportation Plan	More detail on the Corridor Preservation Plan (CCPP)	p. 43, Apdx. 9
	Bus routes	p. 44
	Large truck traffic through town is mentioned but no details or suggestions on how to handle the noise and vibrations.	p. 53
Community Facilities	Community Facilities Plan	p. 54, p 58

Intergovernmental Coordination	Describe the strategy for coordinating with agencies, their roles. Special emphasis on Wyoming	p. 20, 30, 54, 59-61
Analysis and Comparison of Other Relevant Planning Documents	Plan should consider more detail of Dover, Kent County and Wyoming Comp. Plan	p. 14, 19, 40, 49,52
Open Space and Recreation	Parks and Recreation	Fig. 7, Fig.,8, p. 21
Implementation Strategies	Zoning map revisions should identify areas which qualify as new historic and residential zoning.	p. 15
Public Process	Suggested to include this information and summarize minutes in appendix	Throughout text
Annexation	Create map and analysis of land use surrounding town.	p. 54, Table 11
	Suggest to annex lands designed for school sites or be able to use town services.	p. 47
	DDA recommends Camden to draft and institute a landscape buffer	p. 52
	DDA recommends the town identify parcels for green belt designation	p. 20
Historic and Cultural Resources Plan	Providing a historic and design review board to administer and review activities they affect historic properties	p. 14, Apdx. 7
	Provide a public forum	p. 14
	Provide design review standards for rehab and new construction	Apdx. 7
	Concerns with in-town shopping can be investigated through the National Trust's Main Street Program	p. 15
Environmental Protection Plan	Elaborate on the wellhead protection	p. 51
Inventory and Analysis of Community Services	List services provided by the town that have land use implications	p. 59
Transportation Plan	Change name of this section to Pedestrian and Bicycle Access and list improvements to or additions where possible	p. 44

Economic Conditions	Describe detailed descriptions of remaining land, city attractions, and retention efforts to enhance this section and attract economic development	p. 14, p. 16-20,
Implementation Strategies	Consider better management practices involving stormwater or drainage improvements to reduce nutrient load in the St. Jones	p. 42
	Recommend using the SWMP wetland maps vs. National Wetlands	p. 51
	Include the location of the 2 public well for the town	p. 39

REFERENCES

Camden Planning Commission and BCM Engineers, Inc., 1991, Town of Camden Comprehensive Plan, on file with the Town of Camden

Delaware Population Consortium, 2001, Annual Population Projections Versions 2001.1, Dover Delaware.

Lichtenstein Consulting Engineers, Inc., 2000, Delaware's Historic Bridges, 2nd edition, prepared for the Delaware Dept. of Transportation, Location and Environmental Studies Office, Paramus, NJ.

Ratledge, Edward C. and David P. Racca, 1996, Demographics and Commuting Trends in Delaware, Center for Applied Demography and Survey Research, University of Delaware. Newark, DE p 63.

Rogers, Vincent and Madeline Dunn, 1973, Camden Historic District – National Register of Historic Places Inventory – Nominated Form, on file with Delaware Office of Historic Preservation.

Town of CAMDEN

2002 UPDATE of the COMPREHENSIVE PLAN

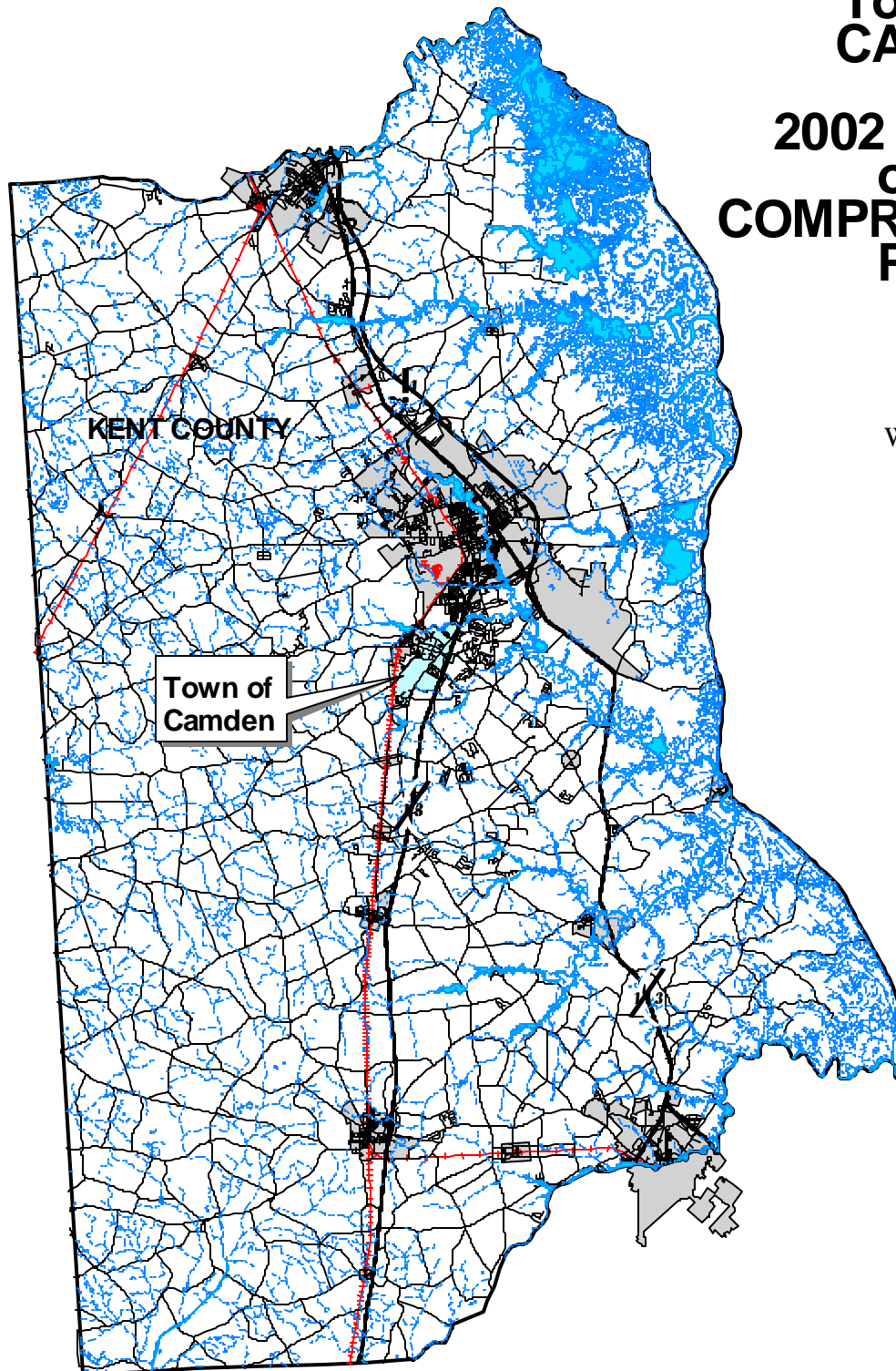
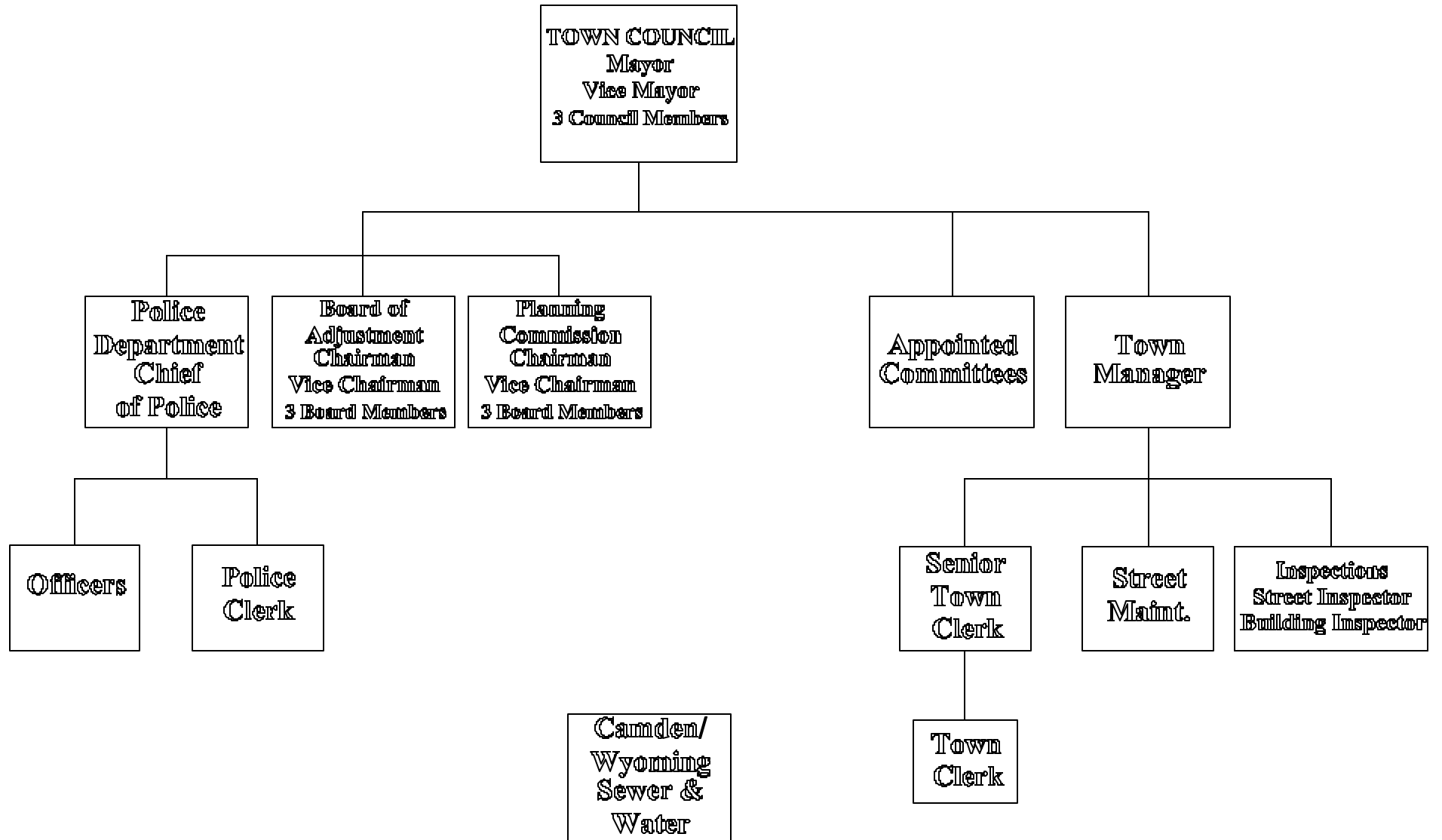


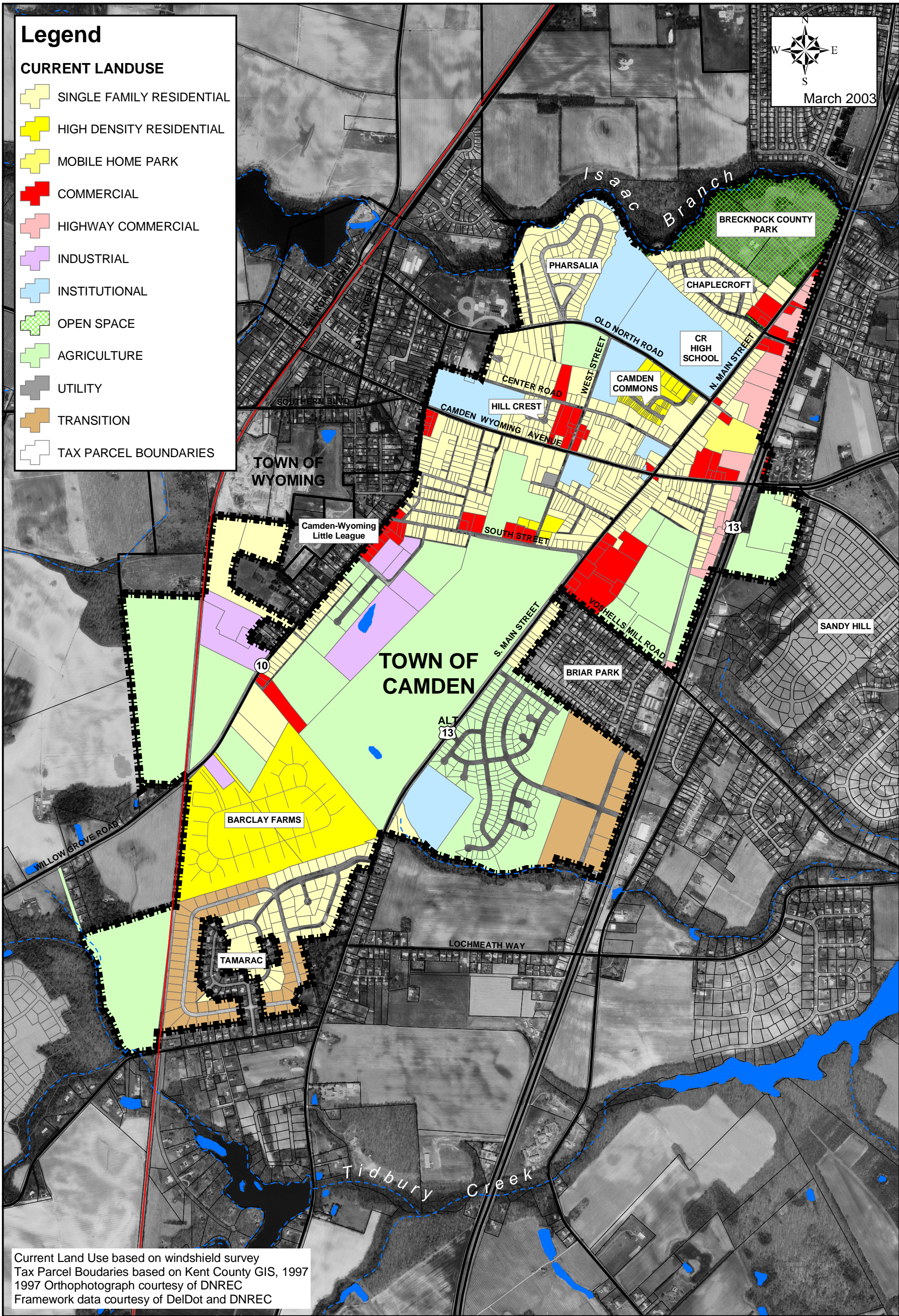
Figure 1 -
LOCATION MAP

3 0 3 6 Miles

Geographic framework per OSPC, DNREC and DeIDOT

CAMDEN ORGANIZATIONAL CHART





Current Land Use based on windshield survey
Tax Parcel Boudaries based on Kent County GIS, 1997
1997 Orthophotograph courtesy of DNREC
Framework data courtesy of DelDot and DNREC

Town of Camden

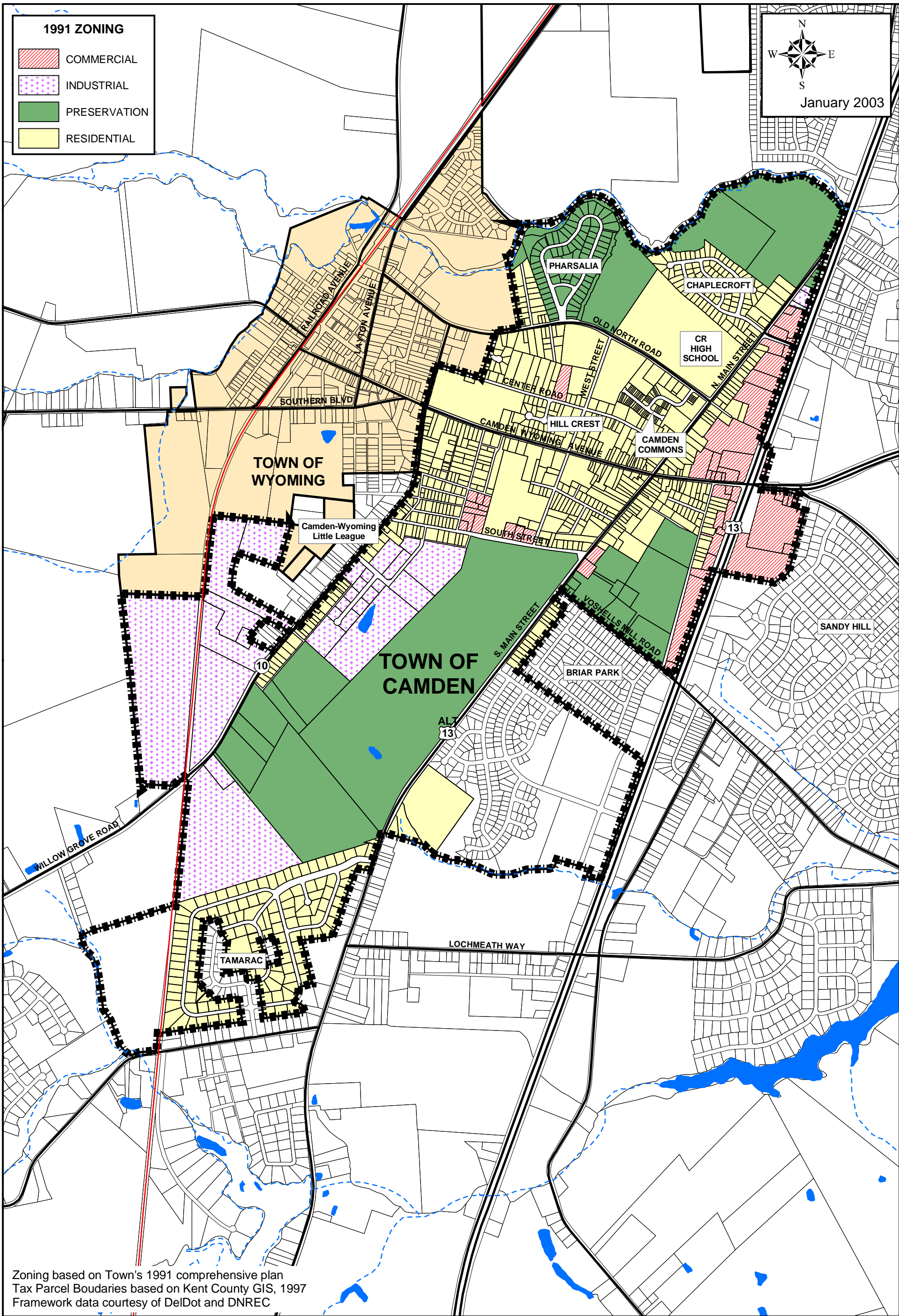
Kent County, Delaware

Tax Parcel Outlines per Kent County

Figure No.4 - Current Land Use



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SALISBURY, MARYLAND ■ MILFORD, DELAWARE



Zoning based on Town's 1991 comprehensive plan
Tax Parcel Boudaries based on Kent County GIS, 1997
Framework data courtesy of DelDot and DNREC

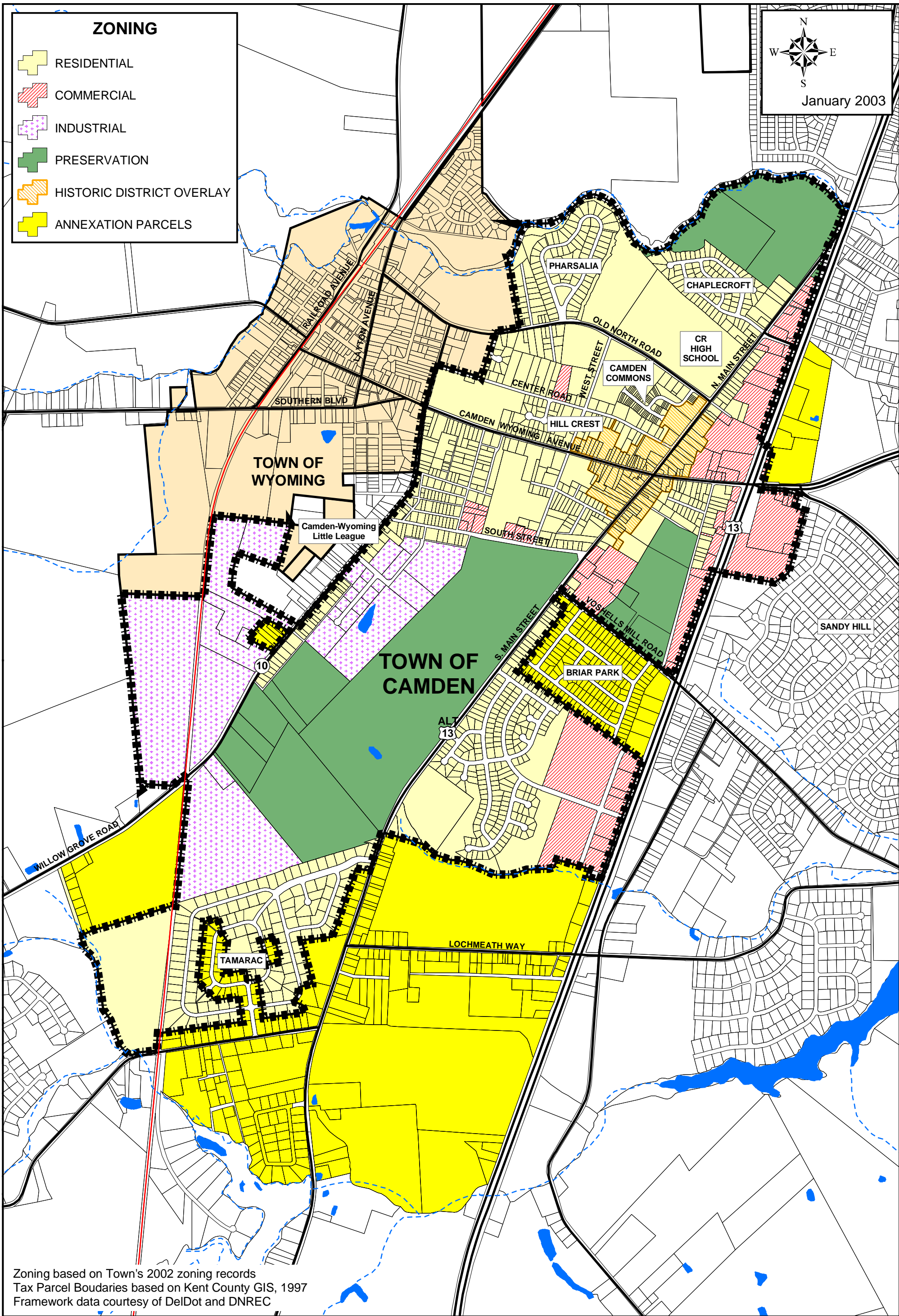
Town of Camden

Kent County, Delaware

Tax Parcel Outlines per Kent County

Figure No.5 - Zoning Map 1991



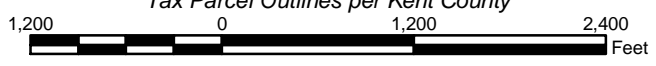


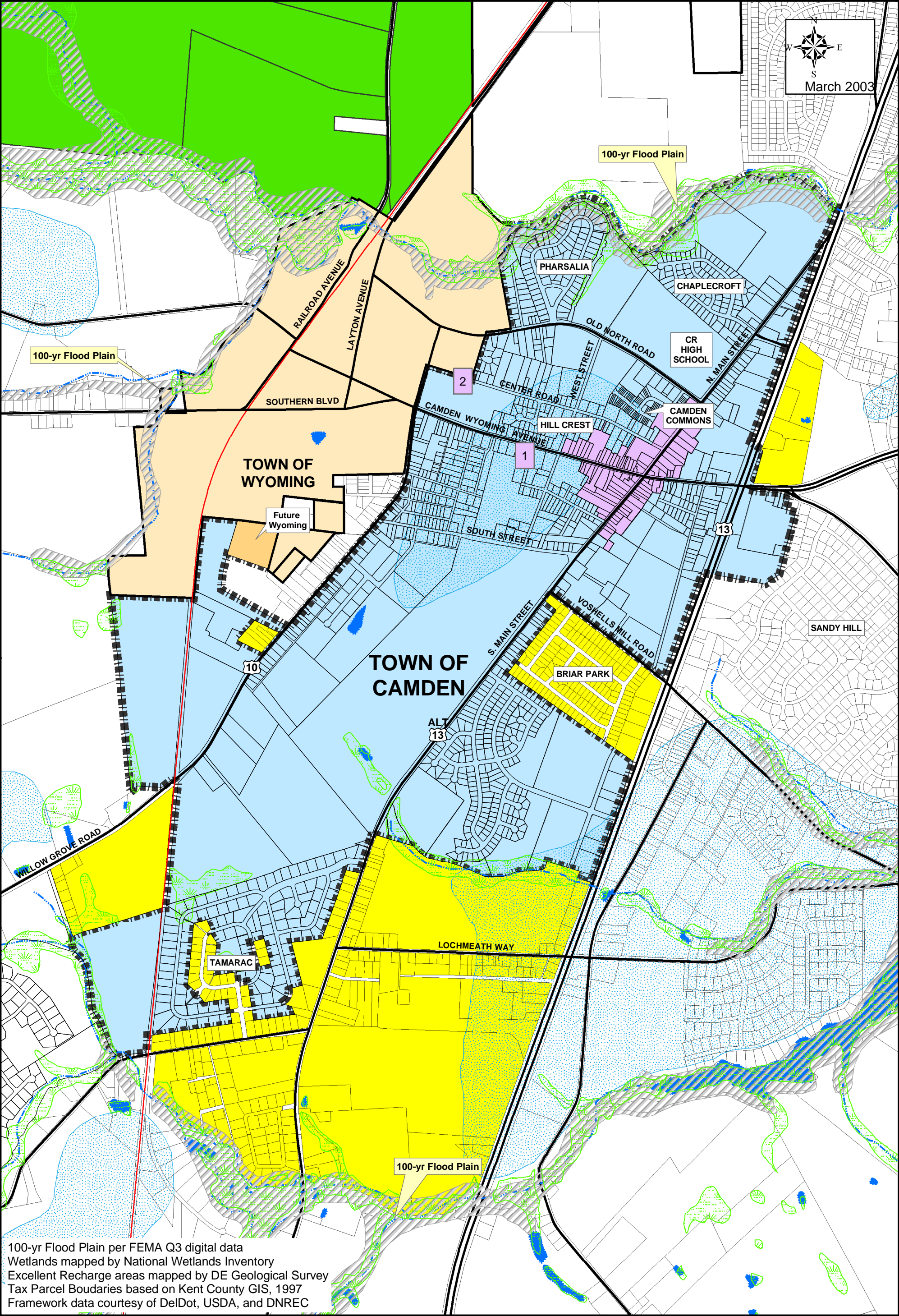
Zoning based on Town's 2002 zoning records
Tax Parcel Boudaries based on Kent County GIS, 1997
Framework data courtesy of DelDot and DNREC

Town of Camden

Kent County, Delaware

Figure No.6 - Zoning Map Updated





100-yr Flood Plain per FEMA Q3 digital data
Wetlands mapped by National Wetlands Inventory
Excellent Recharge areas mapped by DE Geological Survey
Tax Parcel Boudaries based on Kent County GIS, 1997
Framework data courtesy of DelDot, USDA, and DNREC

- Town of Camden
- Historic District Overlay/ 1- Camden Friends Meeting House
2 - Zion AME Church
- 100-yr Flood Plain
- Wetlands
- Agricultural Preservation District
- Excellent Recharge Areas

Town of Camden

Kent County, Delaware

Tax Parcel Outlines per Kent County

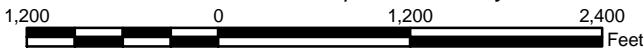
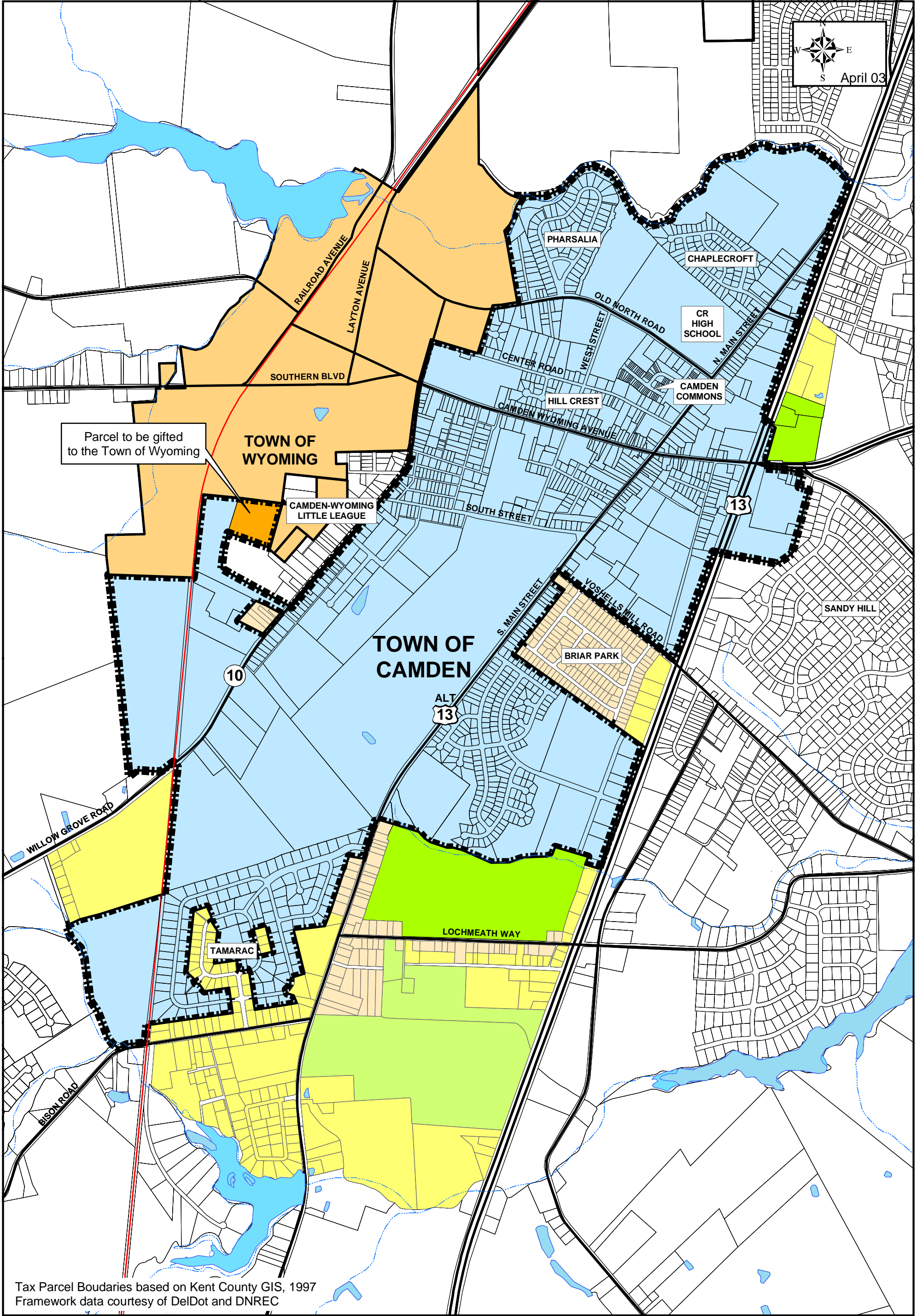







Figure No. 7 - Conservation Areas

dbf DAVIS
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 Town of Camden

Anticipated Annexation

 2003	 2005 - 2007
 2004	 Uncertain

Town of Camden


Kent County, Delaware

Tax Parcel Outlines per Kent County

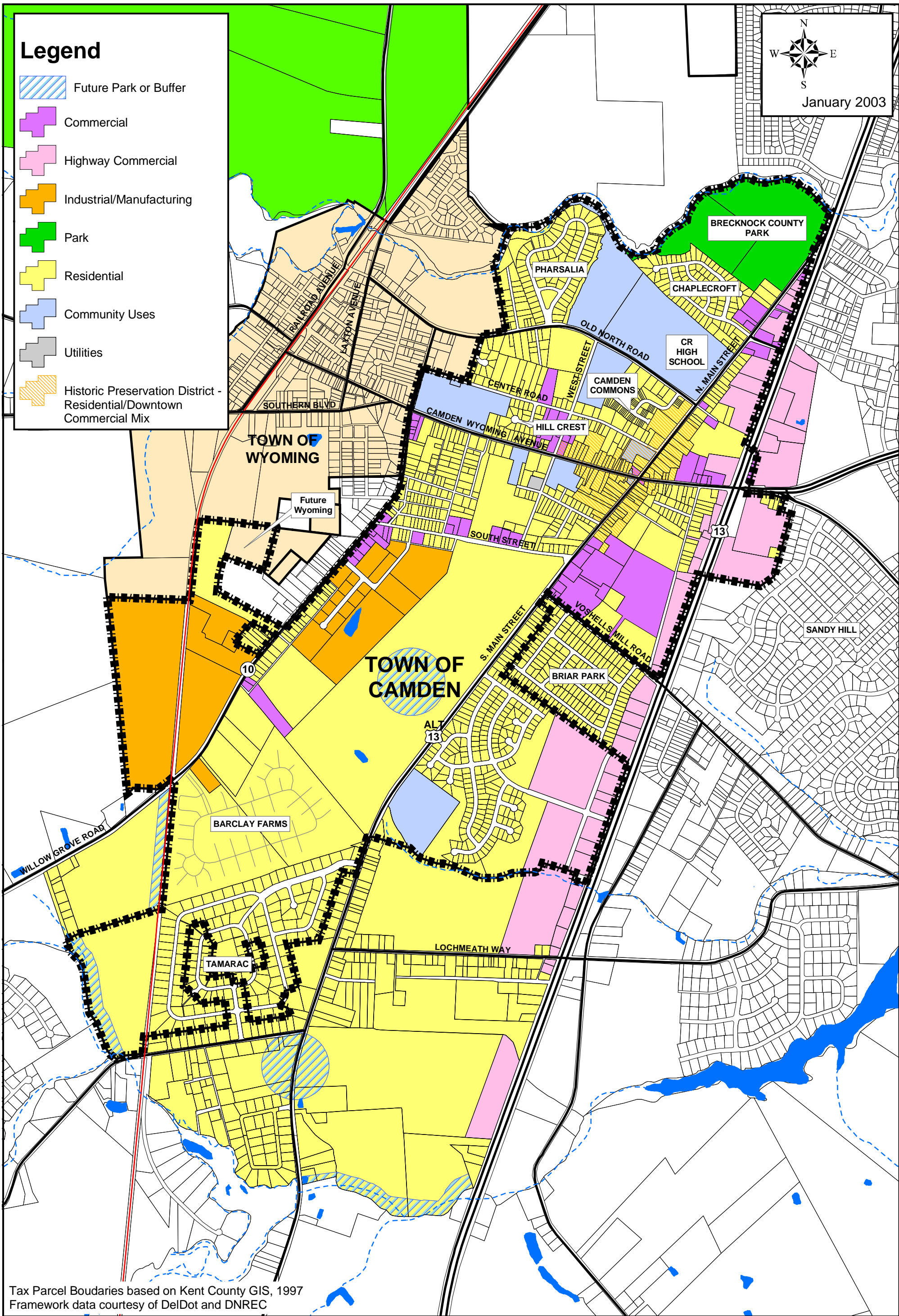
1,20001,2002,400

Feet

Figure No. 8 - Potential Expansion Areas

 DAVIS
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FRIEDEL, INC.

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SALISBURY, MARYLAND ■ MILFORD, DELAWARE



Tax Parcel Boudaries based on Kent County GIS, 1997
Framework data courtesy of DelDot and DNREC

Town of Camden

Kent County, Delaware

Figure No.9 - Anticipated Land Use

